# RAILROAD

FEBRUARY, 1964

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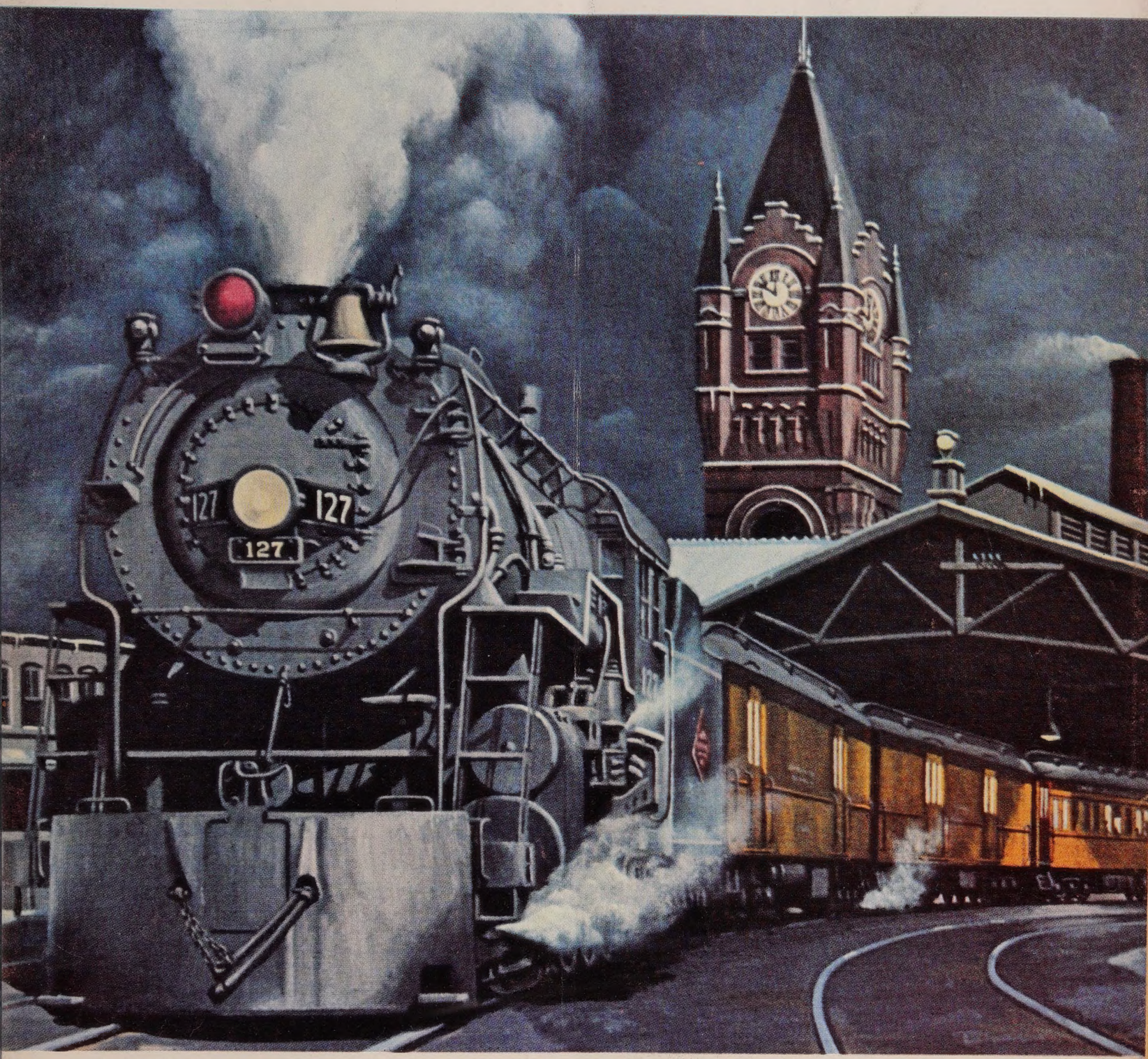


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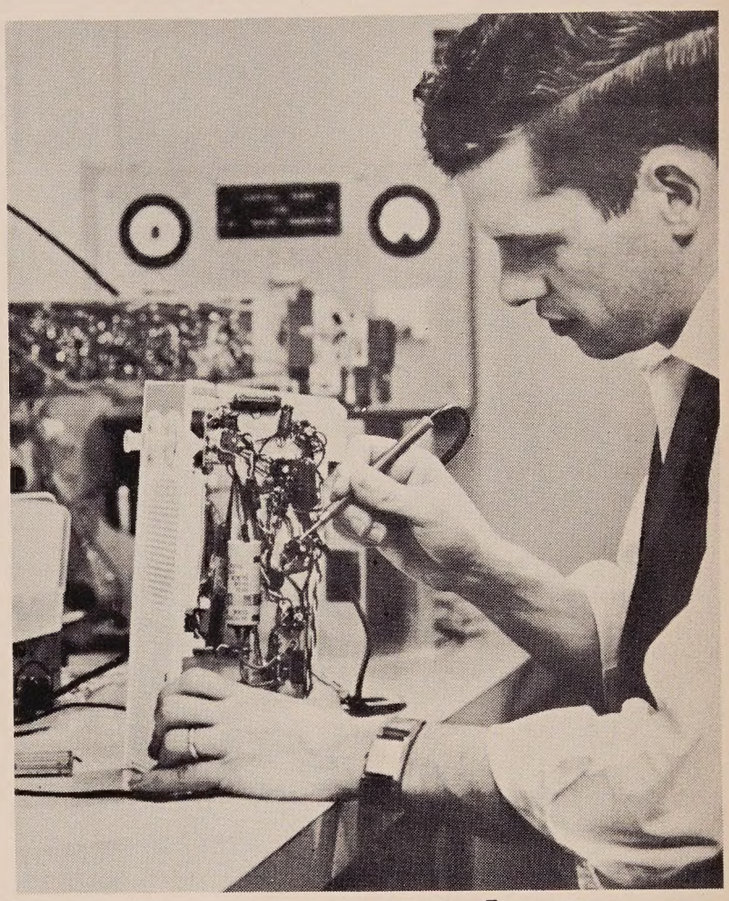

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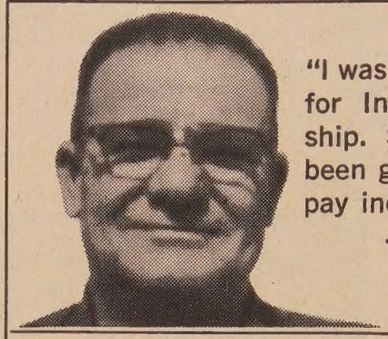

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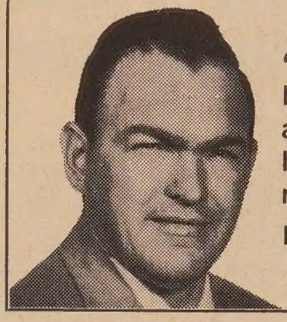

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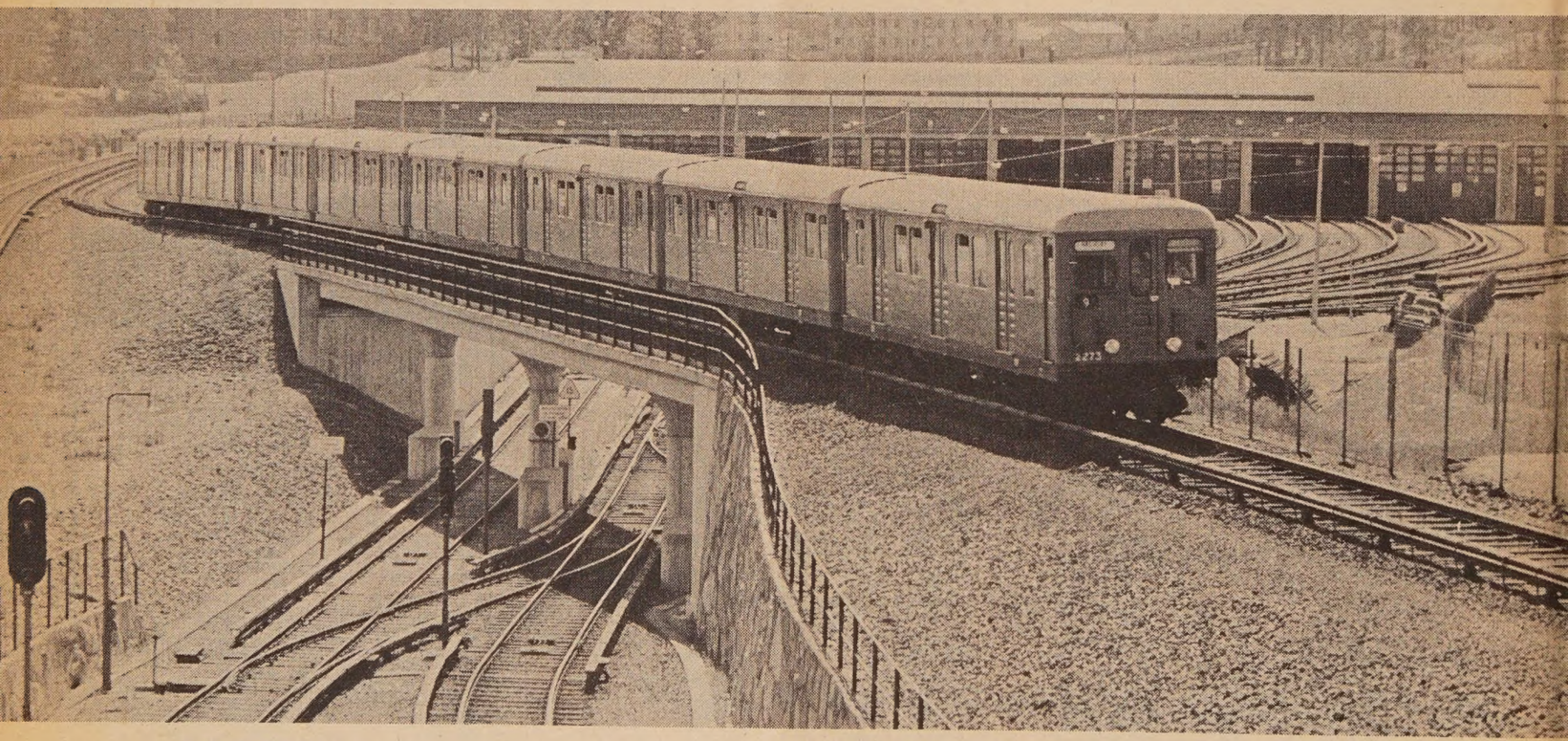


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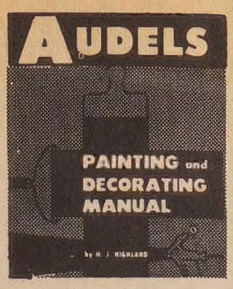


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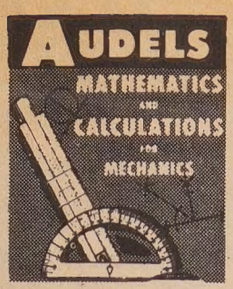


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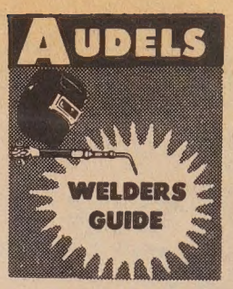


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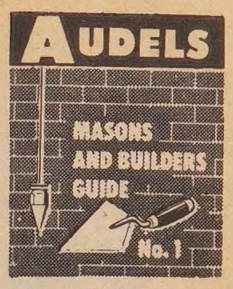


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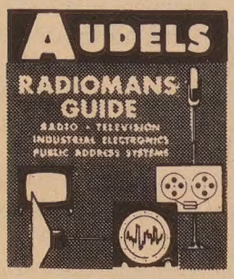


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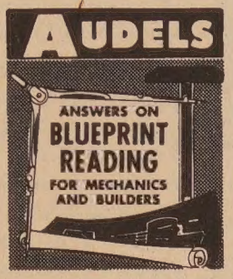


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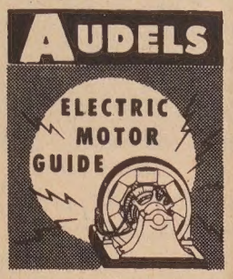


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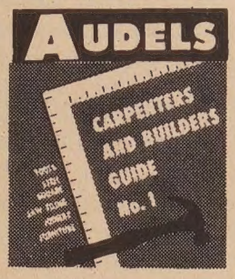


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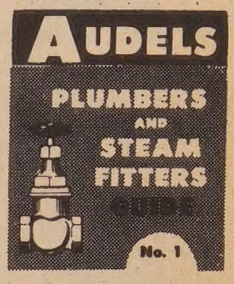


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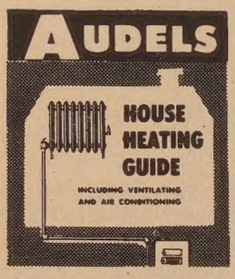


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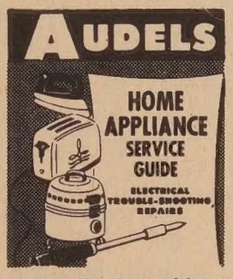


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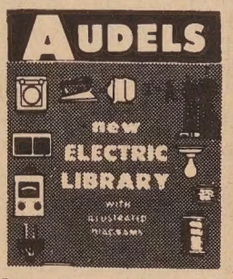


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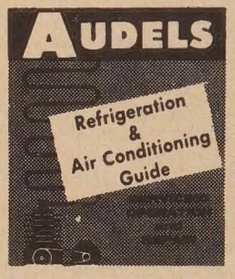


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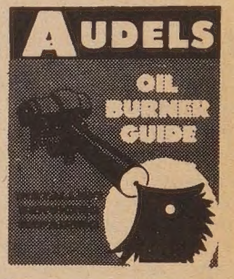


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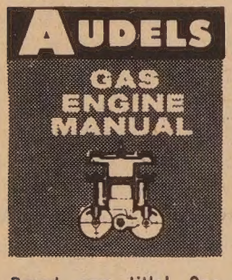


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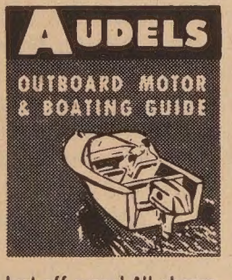


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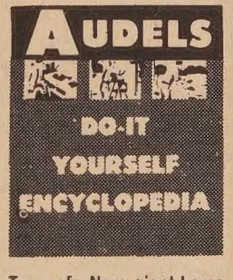


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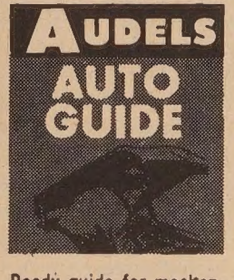


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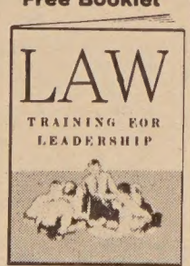


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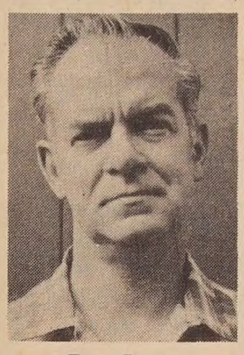
# MAIL CAR

*Railroaders and Fans Sit in With the Editorial Crew*

OUR cover picture of the *Pioneer Limited* was painted by Russ Porter, 1701 S. 91st Street, West Allis, Wisconsin. The back porch of the Chicago house in which he was born faced the Milwaukee Road main line. Russ started sketching trains at age 11, switched to oils in 1940, and attended the Chicago Academy of Fine Arts. After working as a draftsman for 13 years, he spent five years as associate editor of *Model Railroader,* later being part-time Midwest editor of *Railroad Model Craftsman* and a technical illustrator.



Russ Porter

He has made many color slides. Now has over 2000 slides of midwestern, northwestern, and Canadian steam and diesel power, plus about 300 interurbans. A prototype museum in his basement exhibits locomotive headlights, builders' plates, a railroad library, and 75 old railroad-picture postcards, including one of the *Pioneer Limited* in 1909. He also has an HO gage layout.

At a recent art fair Russ sold six railroad paintings, all night scenes, among them the original of our cover picture. Nearly 300 hours went into getting the correct atmosphere of the Milwaukee depot as it looked in 1948, with research aid from Jim Scribbins, of Milwaukee.

"The *Pioneer Limited,*" Jim tells us, "was named from the fact that it was the first through train between Chicago and the Twin Cities, in 1872. For 17 years prior to dieselization, Milwaukee trains 1 and 4 had been pulled mostly by Hudsons such as No. 127. The 4-6-4's introduced in 1929 put an end to two-section Pacific-powered operation.

"It is worth noting that Milwaukee 4-6-4's were on the drawing boards prior to those of New York Central. Had not the CMStP&P been then at a low ebb financially, the locomotives of that wheel arrangement might well have been named the Milwaukee type. Some time after their introduction, the CMStP&P made its record run, Chicago to Milwaukee, 85 miles in 67½ minutes."

Since 1948 many changes have taken place in the scene shown on Russ's painting. The depot tower and the electric company's tall red smokestack have been removed, and steam has gone. In about two years the depot itself will be a memory, the City of Milwaukee having agreed to buy and raze it to use the site for an expressway. A new station will be built two blocks distant.

The artist's wife, Florence, and their children, Robert and Sue, also are railfans. Says Russ: "Almost every date Florence and I had, while in the courting stage, was along the Milwaukee or C&NW tracks. We'd pack a picnic lunch and eat it while taking photos of passing trains. Right now we're all looking forward to acquiring a private railroad car as a summer home and art studio to be located in the whispering pine woods of northern Wisconsin within sight of the Milwaukee Road." ●

ELEPHANT TAX. "When I hired out to the Chesapeake & Ohio in 1913," recalls Conrad Thompson, ticket seller at White Sulphur Springs, W. Va., "we'd work short and long days alternately, the short day being 12 hours, the long day 18." Mr. Thompson has sold tickets to scores of celebrities, including Andrew Carnegie, J. P. Morgan, Irvin Cobb, President Eisenhower, and the Duke of Windsor. On one occasion he quoted the price of a ticket, including tax, to Prime Minister Nehru of India.

"I am very familiar with taxes," Mr. Nehru said gravely. "About 100 years ago one of India's states proclaimed a tax for the upkeep of a sacred elephant. Sixty years ago the elephant died, but the tax persists to this day." ●

TEXAS MIDLAND. Many years ago, while riding the Texas Midland, W. B. Swan was surprised to see the train make an unscheduled stop in the wilderness and a large lame man climb into the Pullman car. The newcomer wore an old slouch hat, apparently hadn't shaved for a week, and was covered with mud.

"I wondered where he'd got the money to ride first class and why we stopped for him," Mr. Swan wrote in the *Omaha World Herald.* "Pretty soon the conductor came through, clasped the man's hand, and said: 'Nice to see you, Colonel. Where's your private car?' The reply came, 'It's in the shops being painted.'

"Later I asked the conductor, 'Who is that man?' He laughed and said: 'Colonel Edward Green, Hetty Green's son. He owns this road and has been on a hunting trip.' "

Our October feature, "Hetty Green's Railroad," scored a big hit, judging from the comments received, and many readers have bought Lewis's book, *The Day They Shook the Plum Tree.* The following note was sent to the author by Rev. Gordon L. Kidd of St. James' Church, Hyde Park, N.Y.:

"Just a few lines to let you know how much I enjoyed and chuckled over your article on Hetty Green and the Colonel in *Railroad Magazine.* I'm a railroad buff, and subscribe to the magazine. I have not yet read *Plum Tree* but will do so. The reviews I have seen are very favorable."

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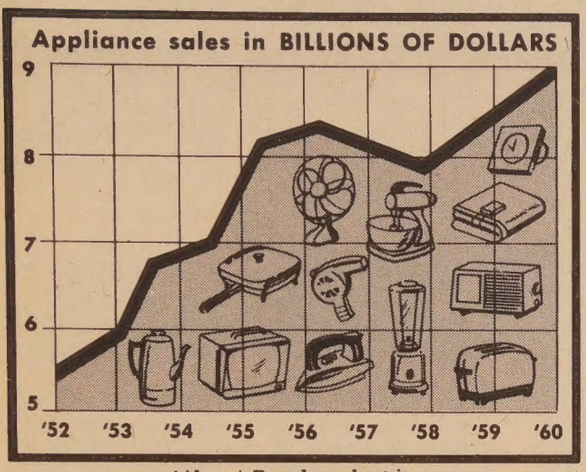


*(Above) Based on chart in Electrical Merchandising Week Magazine.*

**Just look at how dependent American homes have become on electric appliances!**

Here are some of today's common appliances, and the number of U.S. homes containing each.

| | |
|---|---|
| Air Conditioners (Room) | 6,500,000 |
| Bed Coverings | 10,800,000 |
| Clocks | 40,268,000 |
| Coffee Makers (automatic) | 27,000,000 |
| Freezers | 11,200,000 |
| Frypan Skillets | 20,600,000 |
| Heaters, Portable (Elec.) | 14,415,000 |
| Heating Pads | 19,925,000 |
| Hotplates | 12,105,000 |
| Irons (Standard) | 44,850,000 |
| Steam Irons | 28,200,000 |
| Mixers | 27,000,000 |
| Ranges | 17,200,000 |
| Refrigerators | 49,605,000 |
| Sandwich-Waffle Comb. | 17,615,000 |
| Shavers | 34,500,000 |
| Toasters | 40,195,000 |
| Vacuum Cleaners | 36,700,000 |
| Washers | 47,100,000 |

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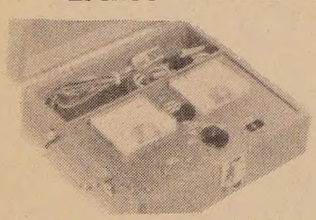

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THE "ELECTRICAL APPLIANCE BOOM" is in full swing. For example, annual sales of coffee makers have zoomed in the last decade from 900,000 to 4,750,000. Room air conditioners have gone from 200,000 a year to 1,800,000 a year. In just the last five years Americans have bought 26 million electric fans, 9 million electric heaters, 5 million deep-fat fryers!

The coming of the auto created a multi-million dollar service industry, the auto repair business. Now the same thing is happening in the electrical appliance field. But with this important difference: anybody with a few simple tools can get started in appliance repair work. No big investment or expensive equipment is needed.

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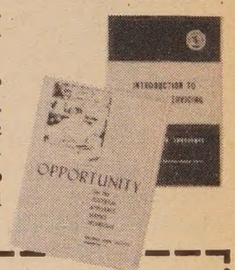


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**"Illinois Central in Iowa" (above) and "The Spirit of Christmas" (below) are two of the eight nostalgic railroad scenes available in color as 5x7" Christmas greeting cards with French fold or as 8x12" prints on 10x15" paper suitable for framing.**
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According to railroader Leo Broadstreet, Box 94, Columbus, N.M., one of the men shown in the engine picture on page 23 of our October issue was probably his father. "Dad hired out to the Texas Midland as a callboy in about 1894," Leo writes. "Later he became a passenger flagman, then a boomer."

Although Hetty Green owned the Texas Midland and considerable stock in the Texas Central, neither she nor her son ever managed the TC, we learn from E. W. Langford, 1306 Broad St., Wichita Falls, Texas.

"The Houston & Texas Central built both roads," he writes," "but the TM was never part of the TC, which the Katy eventually took over and still owns. The TC's class 100 Consolidations ended up as class 660 on the Katy's Northwestern Division, the Witchita Falls & North Western. Ten duplicates of those TC engines were bought for the WF&NW in 1915 and ended up ten years later as Katy's class 920, so the original TC engines outlived them. I worked on both the 660's and 920's at the Katy roundhouse in 1919." ●

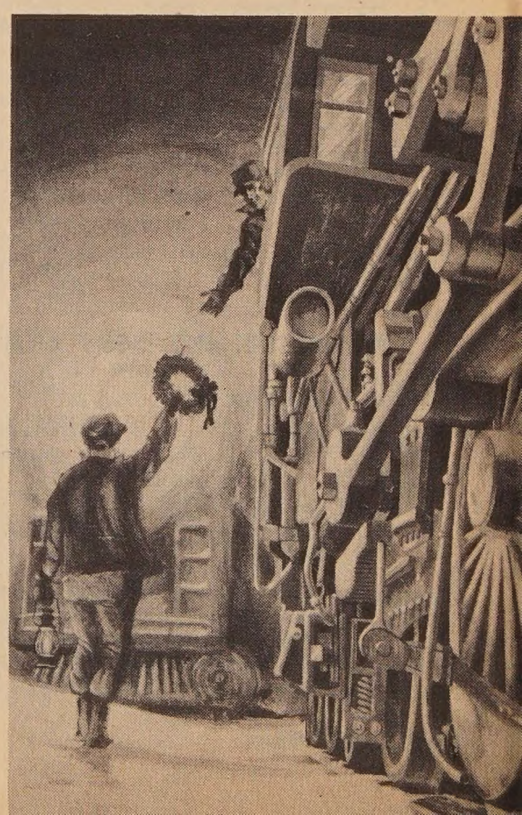
AUTOMOBILES, that foul our air and kill thousands of Americans a year, continue to cut heavily into rail passenger traffic. Down in Fort Worth, Texas, the historically rich Santa Fe depot is being razed to make room for a parking lot, reports Vernie Barber. The Santa Fe has moved its passenger-train service in that city—what's left of it—to the Texas & Pacific Terminal, which thus becomes Union Station.

And at Syracuse, N.Y., the New York Central has sold its stately and commodious passenger terminal to a realtor for conversion into an automotive shopping center and automobile clinic. *Changing Times* magazine wisecracks: "We're staunch advocates of mass transit. It's the only way to clear the roads of all those other cars." ●

AFTER more than a century of constant and vital use, Morse telegraphy is heard no longer on the Maine Central except for one telegraph circuit used in dispatching on the Lewiston main line and the Rumford and Bingham branches, laments Jack Haggerty, P.O. Box 51, Boston, Mass. Voice communications by radio and telephone have taken over the rest of the MC since September. The New Haven abandoned Morse service completely in July. But the Morse Telegraph Club, with branches all over the country and about 7,500 members, still keeps up the old dot-and-dash tradition. ●

ALTHOUGH Negro engineers have been rare during the past 50 years of American railroading, "Frog" Smith, 219 Hubbard St., North Fort Myers, Fla., recalls three who were "top-notch log train men." Among them was Clarence Milford, who once rerailed some cars in knee-deep water.

"A good worker, always ready to see a joke," Frog goes on, "Clarence once showed up with a woebegone ex-



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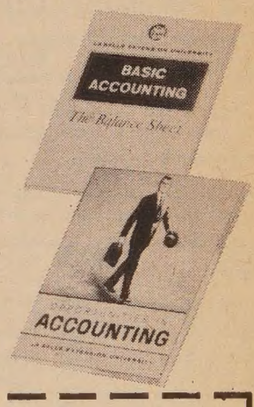


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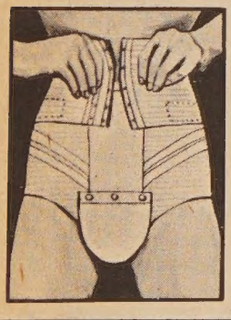

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pression. He had found a big washer beside the track and kicked it out of the mud—to discover that it was the front crank pin button off his left front driver! How long he'd been running without it he had no idea. It sure gave him a scare. The other two Negro hoggers also worked in Florida, one being only a relief man, but I don't remember their names." ●

SIXTY or so residents of New Canaan, Conn., ride the New Haven Railroad to and from their well-paid New York jobs in a private car with carpets on the floor, drapes at the well-cleaned windows, and an attendant to serve rolls and coffee. They constitute one of about 50 such groups, mostly men living in New York suburbs, which rent railroad cars and commute in semi-luxury.

The members, known as "associates," pay dues ranging from $35 to $200 a year, plus the cost of regular tickets. The group pays the railroad a flat rental for the car and guarantees a certain number of riders daily. Waiting lists of men wanting to join such clubs is growing. Perhaps the most exclusive group consists of commuters on the Chicago & North Western between Chicago and Lake Forest, Ill., most of whom inherited seats from their fathers. ●

BILL KNAPKE, retired SP conductor who wrote some good articles about desert railroading, has just moved from California to 3851 E. Flower St., Tucson, Arizona.

"They told me that when I came here I'd be returning to the desert," he says. "Well, brother, this isn't the desert of Harry Bedwell, Haywire Mac, and other old boomers, including me. That *desert* was a vast wasteland broken only by an occasional clump of mesquite or a gnarled ironwood tree and a line of telegraph poles marching alongside the railroad track that came over the bulge of the world, ran straight as a taut string, and disappeared over the far horizon. There were lonely operators, too, living in warped little telegraph offices set on sand that palpitated under a burning sun or glimmered ghostly under a glorious moon.

"It's far different now. Houses everywhere, wires crisscrossing the sand. Gone are the warped shacks and the operators. Nothing left but the infernal heat."

Bill is 93. We thought he was pretty well advanced in years until we learned the other day that "Uncle Dave" Fant, the Southern's retired engineer-evangelist, is 95 while Joe Coup, a retired Reading conductor, is enjoying life in Elmira, N.Y., at age 100. ●

RUTLAND REVIVAL. Jay Wulfson, operator of the new Vermont Railway Corp., says a maintenance crew has begun repairing the long idle Rutland Railway tracks and he hopes to begin running trains in the near future.

If traffic is heavy enough to warrant it, he said, he will hire up to 200 employees to work on the 126 mile segment of the Rutland which he has leased from the state. He added most of them probably will be former Rutland employees. ●

STEAM POWER. Maine Central's last two steamers, the 501 and 519, coalburning Consolidations, class W, have been towed by a diesel to Bellows Falls, Vt., to join F. Nelson Blount's Monadnock Northern. The MC donated them to Blount to keep them historically alive. Pacific No. 470, which pulled MC's last passenger run, was given to the City of Waterville, Me., some time ago. This news comes from Harvey L. Clough, 8 Wescott St., Limerick, Me., a retired B&M engineer who operated both the 501 and 519 in bygone years.

Before February *Railroad* hits the news-stands, predicts Bob Emerick, Boonton, N.J., steam will be rolling in New Jersey, meaning the former Virginia Blue Ridge engine No. 6, bought by Earl Gill, who was planning to lease some old DL&W coaches and use the M&E water tower at Whippany.

Speaking of water towers, the wood-sheathed structure mentioned in our October issue as still standing in Canadian National's St. Laurent yard was actually razed in September '62, reports R. J. Robinson of St. Laurent, Quebec. Two additions to our October list, both on the Reading's Bethlehem branch, are cited by Donald Fenstermacher: the metal tank just outside his home town, Telford, Pa., and a wooden one at Rockhill, Pa. And three are reported by Wayne Kerslake of Sioux Falls, S.D.: at Cromwell and McGregor, Minn., both NP, and Chester, S.D., on the GN.

The railroad museum for which the Pennsylvania State Legislature set aside $500,000 was to have been erected near the Strasburg Railroad. However, we learn from L. P. Cummings that Altoona, famed for its locomotive-building shops, and Mt. Union, close to the East Broad Top Railroad, also have put in bids for it. The Pennsy has offered the famous old locos and cars in its Northumberland collection to the proposed museum. Dr. S. K. Stevens of Titusville, Pa., is chairman of the group which will pick the site. ●

BRIEFLY SPEAKING. One way to become a fortune hunter is to join a railroad construction gang. Workers digging an underpass recently at Foligno, Italy, unearthed a 600-pound sarcophagus containing bones and precious stones estimated to be 20 centuries old. Included were a gold ring, a sliver brace-

(*Continued on page* 44)

Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

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You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

#### What About You?

Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

#### Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

#### The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

#### Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

**Question** *What is so important about my ability to speak and write?*

**Answer** People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

**Question** *What do you mean by a "command of good English"?*

**Answer** It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

**Question** *Are there other advantages to be gained by acquiring a command of good English?*

**Answer** Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

**Question** *Wouldn't I have to go back to school for a command of good English?*

**Answer** No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

**Question** *Is this something new?*

**Answer** Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

**Question** *How do I know it works?*

**Answer** There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

**Question** *How long will it take me to learn to speak and write like a college graduate, using your method?*

**Answer** In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

**Question** *How can I find out more about the Career Institute Method?*

**Answer** I will gladly mail a free 32-page booklet to you. The booklet fully explains the new easy-to-follow Career Institute Method and tells how you can gain a command of good English, quickly and enjoyably, at home. Just send a postcard or fill out and mail the coupon below.

**DON BOLANDER,** Career Institute, Dept. 4M, 30 East Adams, Chicago 3, Ill.

Please mail to me, without obligation, a free copy of your 32-page booklet, How to Gain a Command of Good English.

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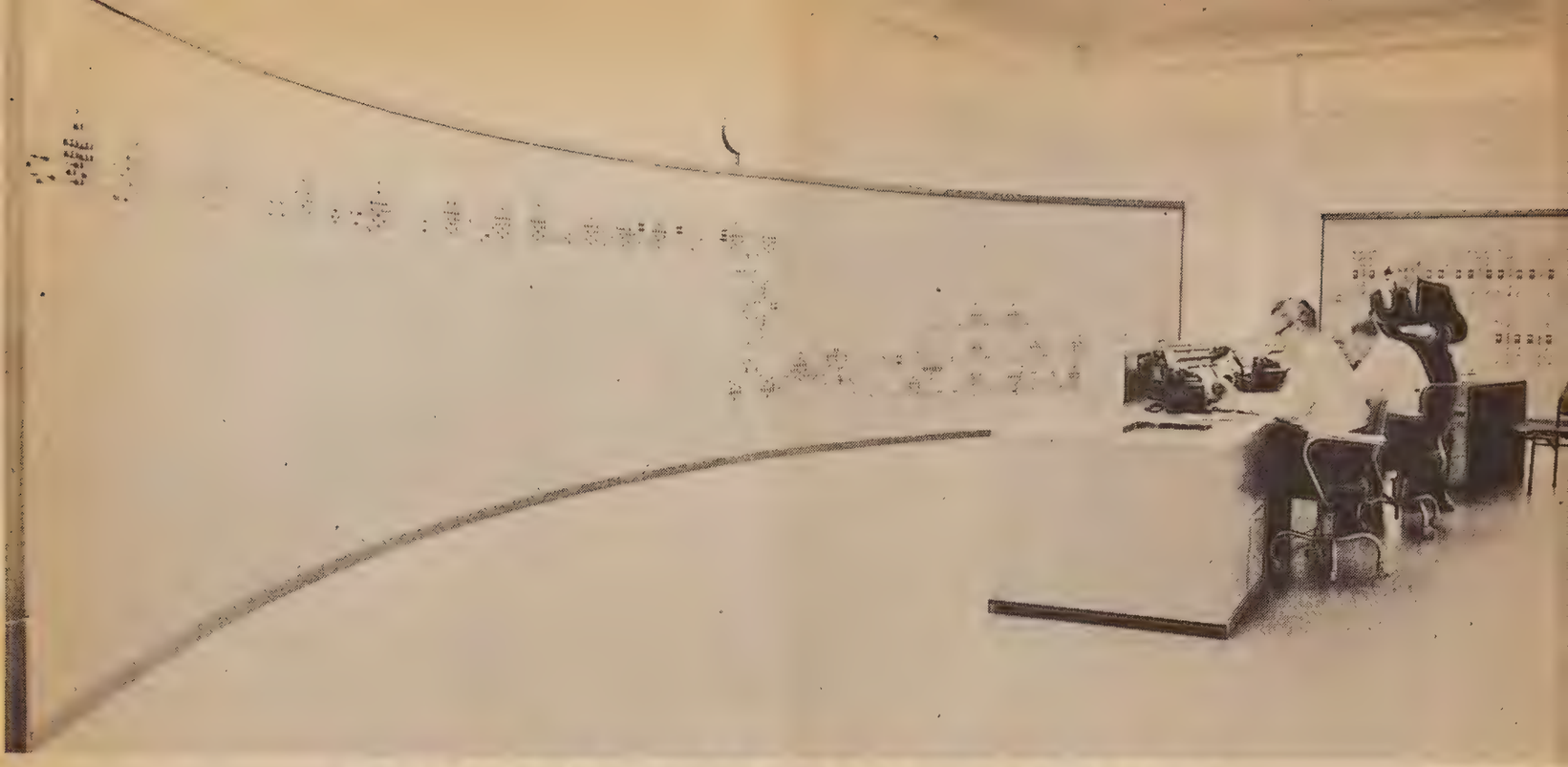
# Salon of Photography

**December, 1953: Consolidation type No. 108, Long Island Class H-10, wheels freight through Ronkonkoma, N. Y.**
David Plowden

**"530 prepares to lower the Long Island semaphore blade on a wintry run from Mineola to Oyster Bay, N. Y."—the best, we think, of the numerous photographs in a new book by Frederick Westing, *Apex of the Atlantics* (reviewed in this issue).**
O. Winston Link, 58 East 34th Street, New York City

**Plenty of good food to eat. This jolly dining-car scene is a fine example of Canadian Pacific service, not to passengers on the domeliner *The Canadian* but to construction crews on the job.**
The Spanner (CPR)

**Silhouetted in diesel cab window, Engr. W. H. Casey works sanding valve as he pilots one of the Illinois Central's new coal-train specials northward across Ohio River at Metropolis on the Edgewood Cutoff.**
Illinois Central Magazine



# SUBWAYS OF THE WORLD

## *by James Holden*

**Power supply and traffic on the *T-bana* (underground railway) of Stockholm are supervised from this very modern central control office. The wall diagrams show all train movements and duration of stops. Each building represents a station.**
American-Swedish News Exchange, New York City

WHEN Toronto began running subway trains, Canadian riders who had been spending forty minutes twice a day on trolleys were happy to discover they could make each trip underground in sixteen. It was quite a thrill. And when Moscow opened a magnificent new subway a few years ago a passenger wrote in the guest book: "Thanks. It saves half my traveling time."

The subway's main purpose is to relieve traffic congestion on the streets but an important by-product is the time gained by riders. If a million people per day use a subway system—in many cities they do—and if each person saves an average of half an hour a day, you've got half a million hours right there.

Subways are needed so urgently that big cities like London, Paris, and New York just can't stop building them. There are other subways in many places. For example, Budapest, Glasgow, Boston, Philadelphia, Chicago, San Francisco, Buenos Aires, Vienna, Berlin, Hamburg, Lisbon, Madrid, Barcelona, Tokyo, Osaka, Nagoya, Moscow, Stockholm, Copenhagen, Oslo, Rome, Athens, Kiev and Leningrad, while subways in Milan, Rotterdam, Frankfort-am-Main, Oslo, and Amsterdam are not yet completed.

London spent over a million dollars per mile for its Underground. In those days things were cheap and wages low. New York squeezed a subway under Sixth Avenue at $30 million a mile in the 1930's, and subway-building costs since then have gone up fantastically.

To describe a subway an an "electric railway in a tunnel" is far too simple. Actually, it is a skillful combination of foreign and American ideas, neither of which worked very well alone. Europeans made the first hard-rock tunnels, when the ancient Romans bored for aqueducts. Other Europeans should be credited with the shallow subway trench and the deep tube. Meanwhile, Americans built elevated lines that darkened the cobblestone streets of New York, Boston, Philadelphia, and Chicago.

Direct ancestor of the subway was a rectangular tube which the great engineer Isambard Brunel built under the Thames after watching a ship-borer grind into wood with a tooth-rimmed head. Completed in 1843, the original tube had little traffic except a few pedestrians.

Then, Charles Pearson, the shrewd city solicitor, saw tunnelling as the answer to London's tangle of 800,000 daily commuters. He formed a group which applied to Parliament for a franchise, got one, and opened an underground railroad (1863) in a continuous archway 27½ feet wide by 17 feet deep, nearly four miles long. People found the cars nicely upholstered, mirrored, and lighted by gas. They approved the location of car floors at platform level and admired the block signals. Coughing politely, they rode behind 42-ton condensing steam locomotives, the coke-burners on which firemen forced a draft at the air gaps of the tunnel and shut down at the stops. The underground continued to operate this way for forty years, while the pretty glass-roofed stations turned from gray to sooty black.

At first traffic was only moderate, but in 1882 it was noted that 69 million people had ridden the Underground during the previous twelvemonth. By that time London was thinking more seriously about the deep tubes which James Greathead had learned how to push through clay without tearing up the streets. In 1886 Greathead began a three-mile railway of twin tubes from King William Street to Stockwell, using a 10½-foot shield of 200 tons thrust.

Tubes 50 to 100 feet below ground needed ventilation and elevators; but they saved the nerves of building owners and grew to ten miles, twenty, fifty, becoming the London system. If Greathead had been acquainted with an American named Frank Sprague he might not have opened the City & South London line, as he did, with four-wheeled electric locomotives. However, his orange and black engines *were* smokeless and served until the "world's

first electric subway" was rebuilt in 1923.

When the second tube was put into service that same year, 1890, with a two-cent fare (the "Two-penny Tube"), its eight-wheeled engines jarred the earth so much that within a few years MU traction replaced them.

A CITY in Hungary saw the first modern subway trench. Budapest was lovely in 1896 and had a lot of "radioactive" springs — a big tourist attraction—as well as trolley cars on the elite Andrassystrasse. Tired of complaints about the constant *ding-dong*, the traction company dug a 2½-mile trench in the street and roofed it over with steel and pavement, thus creating a subway, a pattern which has been copied ever since.

Glasgow also opened a subway in 1896, but voted for cable traction so that cars going downhill could help those coming up, not suspecting that regenerative braking was near at hand. The Glasgow system was a six-mile oval having two tunnels under the Clyde, a "rapid" transit line which ran for close to forty years before being electrified.

One cable railway, one trolley, one four-wheeled electric goat, and one steam underground do not add up to a modern subway. The modern type waited for the electrical engineering genius of an American. Such a man, Frank Sprague, had visited London in 1882 as a young naval officer and had ridden the underground. He frankly considered it terrible and sketched his ideas of an electric subway, but the English owners merely shrugged. Sprague then returned to New York and invented MU control, wheelbarrow suspension, train control, regenerative braking, and the four-track subway—not all at once, however.

One day in April, 1898, he ran his "cars without an engine" on Chicago's South Side elevated line. Defective rheostats smoked and eleven cars had to be towed home, one in flames; but toward dusk the MU idea had become a reality which was to double the capacity of the "L".

Then Boston built a subway, designed to take hundreds of trolleys off Tremont Street. Opened in 1897-'8, it was the world's fifth subway and the first one in North America, and it carried 50 million people the first year. In '99 this tunnel became a true subway by letting the MU trains of the new elevated use two of its four tracks. This rather makeshift scheme adapted the curved platforms to center doors by means of movable gap-fillers, and having guards open the doors. A new subway for the el trains was running under Washington Street by 1908, and then a subway from Cambridge to Park Street opened in 1912. Extended to

**More than 500,000 pounds of aluminum will be used by Pullman-Standard in building 180 of these cars for Chicago Transit Authority, some for subway operation.**
Reynolds Metal Company

**In between the rush periods you can enjoy the beauty of Tokyo subway stations.**
Consulate General of Japan, New York City

**Piccadilly Circus Underground station, London, handles 600,000 riders a week.**

Dorchester, it is Boston's heaviest traveled route, with 180,000 daily riders.

Then the city of Paris built its Metropolitan . . . and *quel difference!* Engineers drew a master map of what they thought would be the city's future shape; they designed a wheel-shaped network of 47 route miles, and went underground in 1898. Their method was to dig shallow pits, cast the top of the Metro in ferro-concrete, and restore the pavement to the clopping horse while men dug below to shore up the roof and construct the tunnel.

They planned equally well in motive power, using MU trains taking 615 volts DC, converted at substations from a 6,200 volt line. Each train had a single Class I car for elegant riders and even a lady guard with a brass horn! By 1960 the Metro boasted 210 route miles and a traffic of 1,100 million a year, second only to New York's and now using some rubber-tired trains.

NEW YORK in the troubled Nineties was one huge traffic jam. Men had tried to promote subways but had failed to get a city franchise or to lure dollars from investors who wanted more elevateds. With Sprague's MU trains the situation changed almost overnight, and in 1900 the job of building a subway began.

Shallow trench was chosen for an Interborough Rapid Transit line to run 9.1 miles from Brooklyn Bridge via Fourth Avenue, 42nd Street, and Broadway to 145th. This was a $35 million enterprise pushed to completion by John McDonald, who had tunnelled under Baltimore, and the tycoon August Belmont, who one day would travel the route in his own private subway car, the *Mineola*.

Some New York streets turned out to be almost solid with pipes. The builders found room for electric mains in the roof of their concrete box and they doubled big sewers into smaller sizes. A number of steam pipes had to be moved, some gas pipes leaked and blew up, and four-foot water mains, being cradled across the street, broke their skins at tremendous pressure. Nearly fifty rivers and ponds showed up!

Foundations of buildings ended in mid-air and had to be propped—so many, in fact, that work halted while two inventors worked out a useful expansion under-pin for buildings. Other property owners grumbled because the wide-open trench cut them off from prospective customers and proved it by going bankrupt.

Opened in October, 1904, the new subway was largely four-tracked, the center rails being for express trains, and gave the world's fastest and longest ride for a nickel. (Today the fare is 15 cents.) Reaching the East River in 1905, the builders had to tunnel 6,500 feet to Brooklyn. There had been talk of an "American system" using compressed air without a shield, and a local inventor was tunnelling the Hudson this way, but the clay had soft pockets which blew out. Once, cold water roared in and drowned twenty men. But in 1908 the Hudson Tubes were completed with Greathead shields, and almost everybody rejoiced.

The Interborough used shields from the start, pressing through the muck at 4,000 to 6,000 pounds per square foot, the clay extruding like toothpaste as the shield crawled forward a couple of feet and stopped while the "sand hogs" bolted in a new section. These men learned to watch for a blowout and would throw in sandbags. One worker, Dick Creedon, stepped up with a sandbag and instantly shot out of sight in a murk of water and bubbles. A few minutes later a towboat crew in the East River saw him swimming and they fished him out, undamaged!

In forty years New York spent a billion dollars for 150 miles of underground route. A tunnel for cars ten feet wide was begun under Lexington Avenue. Later, a reshuffle made it part of the IRT, whereupon the platforms had to be widened with metal strips and a diagonal track run from Lexington to Fourth under (and supporting) the Commodore Hotel, which is about one block from the present offices of *Railroad Magazine*.

The Brooklyn Rapid Transit entered Manhattan and became the BMT. Then the city built and operated a third system, the Independent, often referred to as the Eighth Avenue Line. It ran under Eighth and Sixth Avenues to Queens and Brooklyn. All three are now United under the New York City Transit Authority. This agency manages $1,650 million worth of subway and plans to invest half a billion in a new East River tube, three subways in Queens, and one under Christie Street on the old East Side of Manhattan.

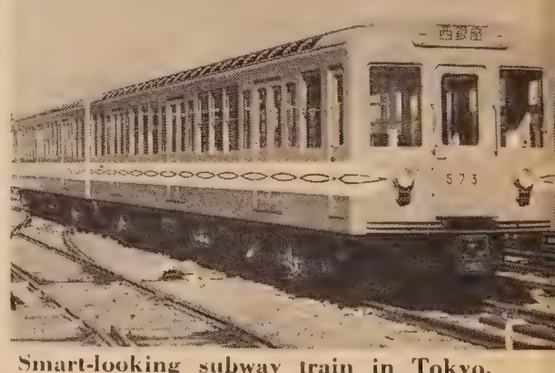
PHILADELPHIA, the next American city to approve a subway, opened its Market Street line with a celebration in 1908. Partly elevated, extended, and supplemented by a subway under Broad Street, the line has grown into a 15-mile underground system, most of it city-owned.

Although Boston, New York, Philadelphia, and later Chicago have built true subways, a distinction must be drawn somewhere. It is clear that the Baltimore & Ohio main line under Baltimore is not really a subway, nor is the five-mile Mersey tunnel at Liverpool, England, which has seven stations. Nor are interurbans in tunnels; although some are close to it, such as PATH, the Hudson tube system, which runs under New York's Sixth Avenue for a mile and likewise has stations.

As the subway boom got under way,

**Open-trench type of subway in Vienna.**

**Equipment used in Stockholm *T-bana*.**
American Swedish News Exchange, N.Y. City

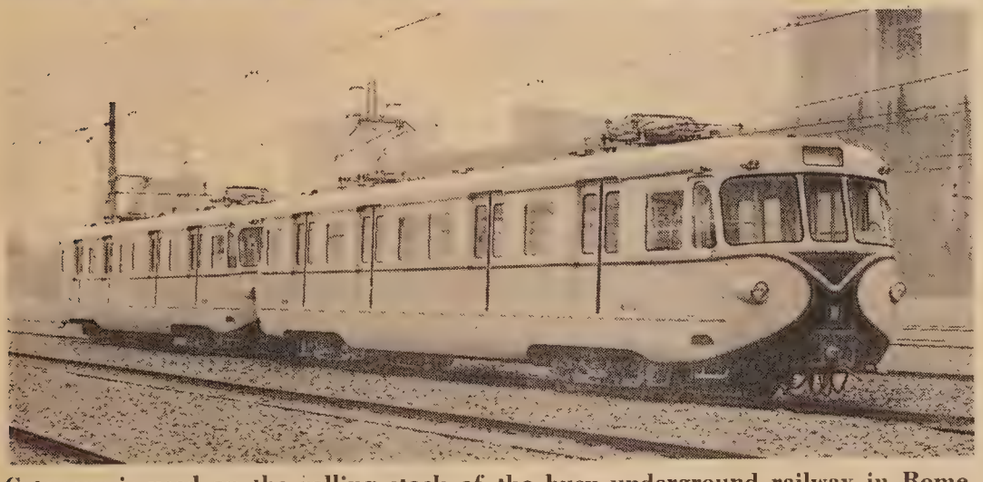


**Smart-looking subway train in Tokyo.**
Consulate General of Japan, N.Y. City

Stephen D. Maguire
**MTA car 330 is emerging from tunnel on high-speed Riverdale, Mass., line.**

**Boston subways date back to 1897. Some of its present-day cars are like these.**

**A two-car consist in Chicago subway is pulling out of its Congress Street terminal.**



**Catenary is used on the rolling stock of the busy underground railway in Rome.**

Stephen D. Maguire, 1411 River Rd., Belmar, N.J.

**September, 1953: A train on the old Illinois Terminal leaves St. Louis subway.**

a lot of privately-owned electric lines were suspected of greedy motives. So when Paris built her Metro the tunnels were purposely made narrow to *keep the interurbans out.* Today the Paris Transit Authority, the RATP, is building enormous tubes 100 feet below ground and equipping them with multiple contacts so that suburban electrics can roll through them downtown at the high speed of 62.5 miles per hour.

In the United States you can find a number of gloomy tunnels meant for interurbans, like the Pacific Electric "subway" in Los Angeles, which began at Hill Street and went three-fourths of a mile toward Glendale; and the Rochester, N.Y., rapid transit line in the onetime Erie Canal bed, now disused except in part for the Thruway; and the spectacular miscalculation at Cincinnati where four miles of tunnel and six stations were built long ago at a $6 million cost to the taxpayers but never used.

Trolley subways have enjoyed better health. The list is long and can't be covered by stating that San Francisco has two trolley tunnels, one with two stations, while Brussels has a trolley tunnel six tracks wide. At Newark, N.J., the old Morris Canal bed has been turned into a subway for crosstown cars, a $5 million project; and in Fort Worth, Texas, a big store, Leonard's, has made a lot of friends with a subway which operates free PCC transit between its basement and its parking lot in three and a half minutes. A number of Fort Worth people have asked the Leonard boys, Marvin and Obie, to extend their subway through the city's downtown area.

BERLIN'S U-Bahn is one of the world's best-known systems and its new yellow cars are among the quietiest. First opened in 1902, it has about 58 route-lines, includes some elevated line, and has a perfectionist urge to cut down the clatter by using asbestos brake blocks, trying fiber wheels, and lining miles of tunnel with peat. Some trains have even been run on rubber mats cemented to the tunnel floor. The result of all this experimenting is a pleasant ride, except that nowadays passengers from certain parts of the city have to ride under East Berlin, where Soviet armed guards and dark stations give them the creeps.

Hamburg has a U-Bahn nearly as long as Berlin's, about 45 miles, including some elevated portions, and dates to 1912. Frankfurt-am-Main is building one five miles long. The huge city of Duesseldorf is planning a complete subway, we understand.

Paris has attacked the problem of noise by operating rubber-tired trains on two lines and may schedule similar trains for its entire system. The subway now nearing completion in Milan, Italy's second largest city, may follow

**London Underground: Each escalator at Piccadilly Circus station can carry 10,000 people an hour in either direction; maximum speed 180 feet per minute. Trains have 6 to 8 cars. This type car seats 40 to 45 riders plus space for 160 standees.**
Photo at left from British Travel Association, New York City

Netherlands Information Service, New York City
**View of Rotterdam in The Netherlands, showing the city's first subway line under construction in one of the main streets.**

a similar procedure when completed.

Each Paris car has four axles with motors, the two at the ends being swiveled while those toward the center are fixed and have differentials. The Paris trains run on big rubber-tired casings inflated with nitrogen (as fire protection in case of blowout) and having steel wheels inside them. The tires roll on concrete strips, and the train is steered by guide wheels, also rubber-tired, which press against side rails. At switches the side rails fade away, the steering being taken over by center rails. Various types of power pickup have been tried.

Milan started building tunnels in 1957 and has several sections which have not yet seen trains. After experimenting with their version of rubber tires, Milanese report that the cars have good adhesion, climb hills, don't zigzag, and are uncommonly quiet.

Although Montreal Locomotive Works has won fame for building Toronto some of the world's finest cars, the Montreal subway builders will pass up locally-built equipment in favor of rubber-tired trains of French design. This network is slated to open in 1967 in time for the Montreal World's Fair. Two high-speed lines will intersect downtown, one to run under the St. Lawrence River to the Fair and beyond. A third route will utilize the standard rails of the Canadian National's electrified suburban lines.

Going now to Spain, we learn that the Metropolitano of Madrid, a privately-owned system, carries 400 million passengers a year, which divides out at 12.4 million per kilometer and is a record. Madrid subway life began forty years ago in a masonry tunnel leading out of Puerto del Sol. The first line, to Cuatro Caminos, was popular with sightseers but the second wasn't, so building slowed down; but today four lines are running Brill trains in units of trailer and 440-hp motor, five units per train, using catenary, electro-pneumatic MU, and automatic acceleration.

Barcelona has a privately-owned Metro a little longer than Madrid's. Both systems served as bombproof shelters during the terrible Civil War of 1936, when the Russian-supported Spanish Republic was wiped out with the aid of Hitler and Mussolini, but only the Barcelona subway was able to keep its cars running at that time.

Spain's next-door neighbor, Portugal, has a Metropolitan in its capital which began to operate in 1959. Because of old city streets and 18th century structures, the Lisbon subway builders dug narrow pilot trenches and widened them as they went down, constructing the arch-topped tunnel in sections.

The subway in Buenos Aires, Argentina, is about ten miles long and operates German-built equipment, with catenary and third rail installations.

**Cordusio station in subway being constructed at Milan, Italy's second largest city.**

**Architectural beauty: Leuvehaven station on the Rotterdam underground railway.**
Netherlands Information Service, New York City

British Travel Association, New York City

**Time-saving automatic ticket-machines that even produce the correct change are located conveniently in all stations of the London Underground railway system.**

**Interior and exterior views of the new subway cars, 60 feet long, with all modern improvements, that the New York City Transit Authority has bought for its BMT and Independent divisions. (Below) NYCTA dispatchers at work underground.**
New York City Transit Authority, 370 Jay Street, Brooklyn, N.Y.

HEADING north, we find that Stockholm's subway, opened in 1950, boasts half a million daily riders and by 1970, according to present plans, will have 40 route-miles, most of them underground. The Stockholm transit was the first in Europe to use cab signals and it may be the first to run automatic trains on a regular schedule. Some trains are now operating in the Swedish capitals with ads pasted over the cab windows. When the line becomes all-automatic it is expected to save $100,000 a year in electricity and $640,000 in wages.

Oslo in Norway will open a 12½-mile subway in about two years. Copenhagen, Denmark, and Warsaw, Poland, have short lines, and Rotterdam in The Netherlands is building one.

The Austrian capital has two subway lines which start at the main railroad station; one goes northwest, the other southwest. "Since our rapid transit system, including the subway and trains, was built around 1900, we do not believe our plans will interest you," the Vienna operators replied to a recent query.

This brings us to Rome. There a section of Metro, opened four years ago, starts at Terminal Station and moves southwest past the old Colosseum, about two miles, with trains of two or three cars running fairly often.

Now we take a long jump to Australia. Sydney has three undergrounds of a mile and a half each, part of an electrified suburban railroad system which carries 240 million riders a year.

Although tiling has taken some of the basement look out of subway stations, it was Josef Stalin who turned them into monuments. When the Soviet Union's first line, at Moscow, was opened in 1935 with 13 stations, people forgot the drudgery of it, the false starts, the frozen ground which had to be thawed—or quicksand which had to be frozen—the task force of 75,000, and the thousands of volunteer "serfs," and could only see the magnificent bronze and glass chandeliers, mosaic murals to war heroes, and lifelike statues of authors. So much stained glass was used in Stalin's day that the present Soviet regime has asked the subway people to tone them down.

Today's big Metro system in Moscow, with its eight radials and two rings, its cream-colored cars running on time and its helpful lady guards, is an efficient operation in the billion-riders-a-year group. The six-mile subway at Leningrad also is a display of beautiful concourses, vaulted ceilings, and bronzework, though simpler than Moscow's first; and now a third Soviet city, Kiev, has opened at Metro of 3.3 miles and is adding 5.3, we hear.

If you prefer your stations less bejewelled, go to the Netherlands late in 1967 and ride the first Rotterdam line, six kilos long, which will have four

**Two of the 14 lines in Paris Metropolitan system run cars with rubber tires.**

handsome stations on the right bank of the Nieuw Maas (the Rhine, you know) and three on the far side, all with walls of some kind of glass and textured columns. Built as a tube and waterproofed, the railroad will largely float—in fact, during construction they are going to turn the main street back into a canal long enough to drift the tube sections into place.

Japan is doing things in a big way. Aside from its high-speed surface railway between the nation's two biggest cities, Tokyo and Osaka, which is being rushed to completion in time for the Olympic Games, some of the largest subway stations and a lot of tunnel have been readied in Tokyo.

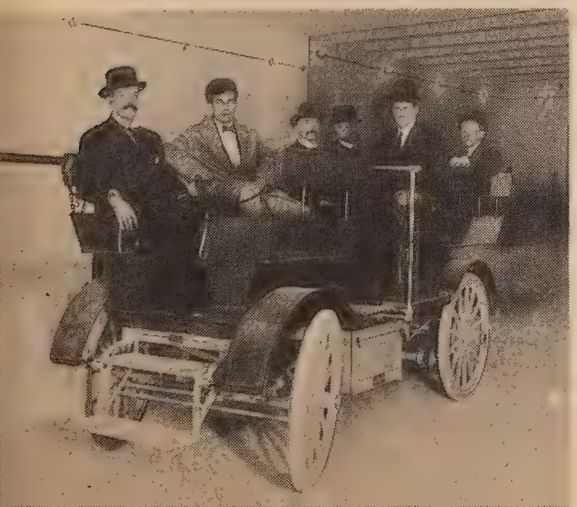
It was in 1927 that the city with the world's densest population, Tokyo, opened its Ginza line. Since then the city has built up its trains from three cars to ten and has cut the four-minute headway almost in half, using husky platform men to force passengers into the trains as quickly as possible. With fast cars, automatic train control, and pneumatic interlocking, the Ginza alone takes care of 480,000 riders a day.

Other radials and loops bring the present mileage to about 20 and plans to possibly 50. The most recent, called the Hibiya line, operates stainless-steel trains under high-frequency, continuous-induction, automatic train control. Two other Tokyo facts stand out: (1) On a fare of three to six cents, it is the policy of the Teito Rapid Transit Authority to "keep the comfort index high." (2) Although the Hibiya line could run trains without motorman, such is not their policy.

Japan's second subway, at Osaka, has stretched its three-car trains to seven. Of the city's 19.84 miles of rapid transit, a dozen are underground.

"We had planned to build five new lines," a spokesman said, "but traffic has been so heavy . . ." Nagoya, the third city of Japan, has a downtown transit which opened in 1937 with 3.75 miles of subway.

**A short subway in Washington, D. C., connects the Senate Office Building with the Capitol. This vehicle operated there before the rails were laid.**



CANADA'S first subway was opened March, 1954, under Yonge Street, Toronto, and in a few days the 100 steel and four aluminum cars were getting crowded. More cars were ordered and a new subway route was started under University Avenue. For the new line, the Canadians designed a fast aluminum car, the first lightweight in North America, with a length of 75½ feet, among the world's longest. The new model carries 310 passengers as compared with 230 in the type of equipment used on Yonge Street but weighs 24,800 pounds less.

Toronto is now undertaking a third line and planning a fourth, having little reason to stop subway-building. Due to a remarkable job of selling the station plazas to high-rise real estate operators, the value of property along the original line has increased nearly twice as fast as other districts, and the added taxes more than pay the subway costs.

Speaking of cars, the Chicago Transit Authority has designed one that seems to have every comfort in the way of heat and light, big windows, good cushions, insulation and shock absorbers. Chicago has subways of the London-tube type, starting late in the 1930's with the 4.9-mile State Street line. For this the city paid $34 million. A second route, 3.4 miles, has been added.

Some lines with heavy traffic, such as Japan's Hibiya, use centralized traffic control, in which signals and switches are operated by a towerman having control boards and interlocking equipment; but these safety devices don't speed up the trains much, as the London Transport people realized years ago.

LT had a very large investment in city transit, since the original handful of lines had grown to 253 route miles, 180 of them underground, and was carrying nine million passengers a day. The system had grown into a congeries of routes, interchanges, and shared trackage. They could not expand it very

**Yardman talks to towerman over loudspeaker in the Fern Rock Yard of the Broad Street subway in Philadelphia.**

**Train of Frankford-type cars leaving the east portal of the Market Street subway at Front Street, Philadelphia.**

Allegheny Ludlum Steel Corp.

**Budd Co. used 1500 tons of stainless steel to build 270 of these cars for Philadelphia subway - elevated system.**

Entrance to Hansaplatz station of *U-Bahn* in a residential area of West Berlin.

A quiet Sunday afternoon at the Schwedenplatz station on the *U-Bahn* in Vienna.
Wiener Stadtwerke Verkehrsbetriebe Lichtbildstelle

fast, but they could and did push more trains through by speeding them up, The result has been a hundred expedients such as faster signals, quicker doors on cars, platform bells to throw people into a dither, vending machines that print tickets and make change in three seconds, and such devices as the train-running indicator which flashes to the motorman the word "Wait" or "Late," if applicable, and the number of seconds.

Today many cities are working on automatic train operation, including Hamburg, Tokyo, Moscow, and Barcelona, which has a system of photoelectric cells and will automate its shortest line. In New York, progress toward subway automation has been met with strike threats by organized labor. The New York City Transit Authority tried to operate a half-million-dollar crewless train in shuttle service on 42nd Street but ended up with *two* well-paid members of the Transport Workers Union loafing aboard the automated train on each run, at the taxpayers' expense.

What automation can mean has been described by engineers of the 75-mile system now being designed for the San Francisco area (24 surface miles, 31 elevated, 16 subway, and four underwater), scheduled to open in 1967 and 1969. Automatic devices will count the people getting on and off trains, will regulate the stops and then, responding to impulses, the train will accelerate, run, and stop at the optimum speed for that place and condition. No fooling around.

"Once the train enters the mainline system it will proceed to its destination as fast as possible," chief engineer K. M. Hoover has said.

In most cities where automation has been tried or applied, the transit authority has spoken in favor of having an operator on board who could overrule the electronics in case of emergency. These include London, Tokyo, Moscow, and San Francisco. ●

New York City Transit Authority

On New York's IRT Lexington Avenue line: (Left) Most old subway entrances and exits like this one at Bleeker and Mulberry streets have been replaced by railing-type kiosks. (Right) New kiosk at Bowling Green was designed to blend with park.

**Copenhagen, Denmark: *T-bana* train waiting at a station.**
American-Swedish News Exchange, New York City

**A typical subway crowd in Osaka, Japan's second largest city.**
Japan National Tourist Asso., New York City

"Going Places" (General Electric Company)

**Artist's conception of Museum station on the new University Avenue subway, part of a $200 million rapid transit project that is now under construction, financed jointly by Toronto's metropolitan government and the Toronto Transit Commission.**

The Beckmans: Lois, sec.-treas. of Miami Railroad Historical Society, and her husband, Bob, chief engineer. These two supervise Gold Coast RR.

# A YEAR 'ROUND STEAM PASSENGER ROAD

**by Wilbur T. Golson**

**Photographs by the Author**

TO VISIT the southernmost steam railroad in continental U.S.A. you drive southward from Miami on U.S. Highway 1, parallel to the old Florida East Coast Line right-of-way. Turn right at milepost 380, at Rockdale, and burn gas for four miles along Coral Reef Drive until you reach the University of Miami south campus, on which the Gold Coast Railroad runs.

Better plan your trip for a Sunday afternoon, any Sunday, even in winter. The railroad and its museum are not open to the public on other days except by special arrangement made in advance, because the place is under military guard during the Cuban crisis. For week-day permission contact Mrs. Lois Beekman, 811 S.W. Sixth Street, in Fort Lauderdale, Florida.

Lois is secretary-treasurer of the Miami Railroad Historical Society, which runs the railroad. Motive power is a well-kept old Pacific, No. 153. Alco built her in 1922 for the Florida East Coast; FEC sold her to the U. S. Sugar Corp. to trundle cane to Clewiston, Fla., and the sugar people finally donated her to the University's engineering section.

More than 200 fans living in many states belong to the MRHS but of the nine charter members only Lois and her mechanically-minded husband, Bob (Robert L. Beekman), are still active. The Gold Coast has been running since February, 1957. Its 3½ miles of standard-gage track were laid for a Navy base there in World War II and never removed. A trip over the road takes about 25 minutes and costs 50 cents, half fare for children under ten, special rates for groups. As public service is limited ordinarily to four hours a week, a long line of prospective passengers eagerly awaits every run.

Bob as chief engineer and Lois as stationmaster direct the operations from Dogpatch station, so named from a dog pound located nearby. This station has all the aspects of an oldtime small depot with pot-bellied stove, telegraph intruments, switchboard, order board or semaphore, real gaslights, and a wooden FEC baggage truck parked on the platform.

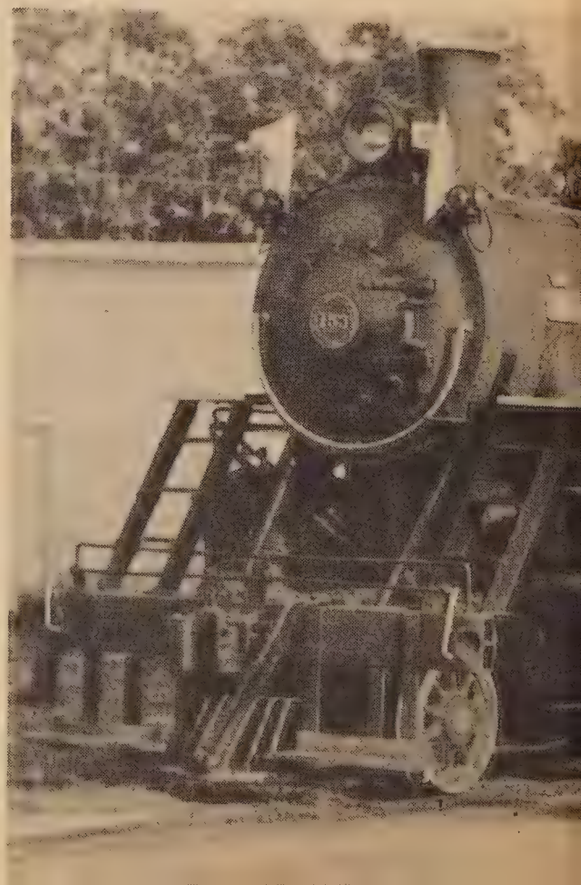
You hear the old familiar sounds of a steam-powered train: the *thunk-thunk* of the air pumps, the blower's low hiss, and the occasional clack of an injector being started. With a light brown smoke haze at her stack and a wisp of steam from her cylinder cocks, the 153 looks, sounds, and smells exactly like she did 40 years ago when she pulled some of the finest "varnish" over "the railroad that went to sea."

Behind the engine is combination car 259 from the Seaboard Air Line, painted green with pearl gray roof and black underbody; FEC chair car 136 in royal blue livery, and ACL caboose 0322, red with yellow trim. Spotted on the house track and open to all visitors are Southern Railway express car 359, used for museum display; the presidential car *Ferdinand Magellan,* in which history was made during the F. D. Roosevelt administration; a blue caboose, Appalachicola Northern X-3, and a Frisco gondola, 60053.

The *Magellan* is the only armored Pullman ever built. Bought by the Association of American Railroads and sold to the Federal Government for one dollar—a real bargain!—this car saw presidential duty for 16 years. Truman used it in his whistle-stop election campaign; Eisenhower on his official visit to Canada in 1953. Its last official trip took Mrs. Eisenhower to Groton, Conn., to christen the atomic-powered submarine *Nautilus.* The White House declared it surplus in 1958 and sent it to Florida for public display.

Built in 1929, remodeled in 1942, it now weighs 285,000 pounds. The extreme weight is due to its armor plate, ⅝ of an inch thick, and its bullet-proof window glass, two inches thick. The rear-platform door alone weighs a ton! This super-car contains two staterooms for guests, a two-room presidential suit, a dining-conference room, and a drawing-room office. Two galleys provided full meals or snacks, and no electricity or gas was used in them because of danger from fire or explosion. All cooking was done on a coal-fired stove.

Special "escape hatches" are located throughout the car for any emergency, should the car be derailed and turn over, blocking the doors. During the presidential years all funiture was bolted to the floor so that, should a wreck occur, the Chief Executive would be protected from flying objects. This car is too heavy for regular service on



The Gold Coast RR. near Miami, Fla., attracts visitors from all over the country.

Gold Coast rails but is used on special trips.

The week's first train pulls out of Dogpatch each Sunday at 1:05 p.m. As the time approaches, Lois Beekman announces it over a public address system installed in the depot. Then she calls the crew members by name. The engineer finishes oiling around, the kids rush to the caboose and argue over who'll ride in the cupola, and the "candy butch," Dotty Laughlin, climbs into the first car with a tray of sweets, after which the hogger whistles off.

This entire area, 2500 acres, belongs to the Navy and is leased to the Univeristy. It is flat land, mostly gray sand and coquina rock, with a thick growth of long-leaf pines, underbrush, and sweet-smelling wildflowers. From the train windows you see the ruins of enormous hangars which formerly housed submarine-hunting Navy blimps but were destroyed by hurricane and fire in 1945. The train backs into one, giving you a close view of what were once the world's largest wooden-roofed buildings. The tracks were built to service those hangers with gasoline and other supplies.

The Gold Coast connects with the Seaboard Railway through a wye. Six switches with sidings lead to three old hangers and warehouses. All track is laid with 85-pound steel and rock ballast. The track is not circular or oval like amusement-park railroads, so half the trip is backing up. While you ride behind the oilburning 153 and watch her beautiful smoke plume you hear a battery-operated tape-recorder explain the railroad and its equipment.

**Hogger of No. 153 (Alco 1922) puts on a smoke-plume show for the photographer.**

A canteen sells hot coffee, sandwiches, and souvenirs. Although one of the exhibits, "combine" 259, originally ran on the SAL as a typical "Jim Crow" car, the Gold Coast setup has always been integrated. Railfans of all races, and cameras and tape-recorders, find a warm welcome there. The engineer blows loud and long—a melodious chime whistle!—and smokes up the countryside for picture-taking.

The hoggers, Marty Wagner of the FEC and Danny Duval of the Chesapeake & Ohio, spend their Sundays off as Gold Coast crew members. The shortline's chief engineer, Bob Beekman, has had a colorful career. Running away from his Baltimore home at an early age, he headed west and became a boomer—gandy dancer, shopman, fireman, and what-have-you.

"One night," he recalls, "I was jailed at Colorado Springs for riding a freight and was ordered to leave town. The Sells-Floto Circus was playing Colorado Springs at the time, so I signed up as a roustabout and left with them. I helped to load and unload equipment, fed and watered elephants and camels, and even rode a camel in the circus parades. Dur-

**The *Ferdinand Magellan*, armored car built by Pullman in 1929 for Presidents of U.S. and used till '42, is now retired and exhibited on campus.**

ing the months I stayed with that outfit I rarely had a good sleep. When our train was loaded late at night and got under way, I would hit the sack, but it seemed only a few minutes before we arrived at the next town and were routed out of our berths to start unloading at some ungodly early hour of morning."

His present duties include all repair and maintenance work on the 153 and the seven cars, except work too heavy for the Historical Society's limited equipment to handle, when the Sugar Corporation sends its repair crew to help out. Bob is nuts about everything mechanical, so much so that he recently built a working model of a Hudson-type engine, complete in every detail.

He and his wife, Lois, show up every Sunday before 8 a.m. to light the fire and get up steam so the engine will be ready to run on time. Lois, who hails from South Dakota, keeps the Society's records, answers all mail, edits a monthly newsletter, sends out press releases, buys supplies for the candy butch, sells tickets, assign crews, dispatches trains, paints equipment, and sometimes acts as crossing guard, fireman, or even engineer.

"In our six and a half years of operation," Bob reports, "we have had only two derailments. Once, in 1957, during a terrific rain squall, poor visibility caused the engineer to run past the proper switch. He hit the pile of dirt and rock that we use as a bumper. The tender climbed that pile. After two days of frantic digging with picks, shovels, and a borrowed road scraper and help from a seaboard diesel, we put it back on the rails.

"Three years later, when the Illini Railroad Club had its private car parked at the FEC station in Miami, we gave its members a free trip on the Gold Coast. I was running the 153 that day. I felt the train slowing down as if the brakes were dragging. Two of our cars had jumped the rails, due to the carelessness of a gang of men salvaging steel from the old hangars and piling I-beams too close to the track. After wasting an hour trying to rerail the cars ourselves, with the help of a full crew of 'sidewalk superintendents,' we uncoupled those cars and continued our run. Later, the Seaboard handled the rerailing job for us."

The Miami Railroad Historical Society is a non-profit group and has no paid employees. All operation and maintenance work is done by members who volunteer and donate their services. A member who desires to run the engine pays the Society a $2 fee for a half-hour at the throttle. The fee also entitles him or her to fire for half an hour. Membership is open to all persons 17 years old or over. Lois Beekman will send you the details on request. Enclose a stamped envelope.

Once every year, the closest Sunday to January 22nd, the Society celebrates "Henry M. Flagler Day" in honor of the completion of the railroad to Key West, and all members and many guests wear costumes of the early 1900's.

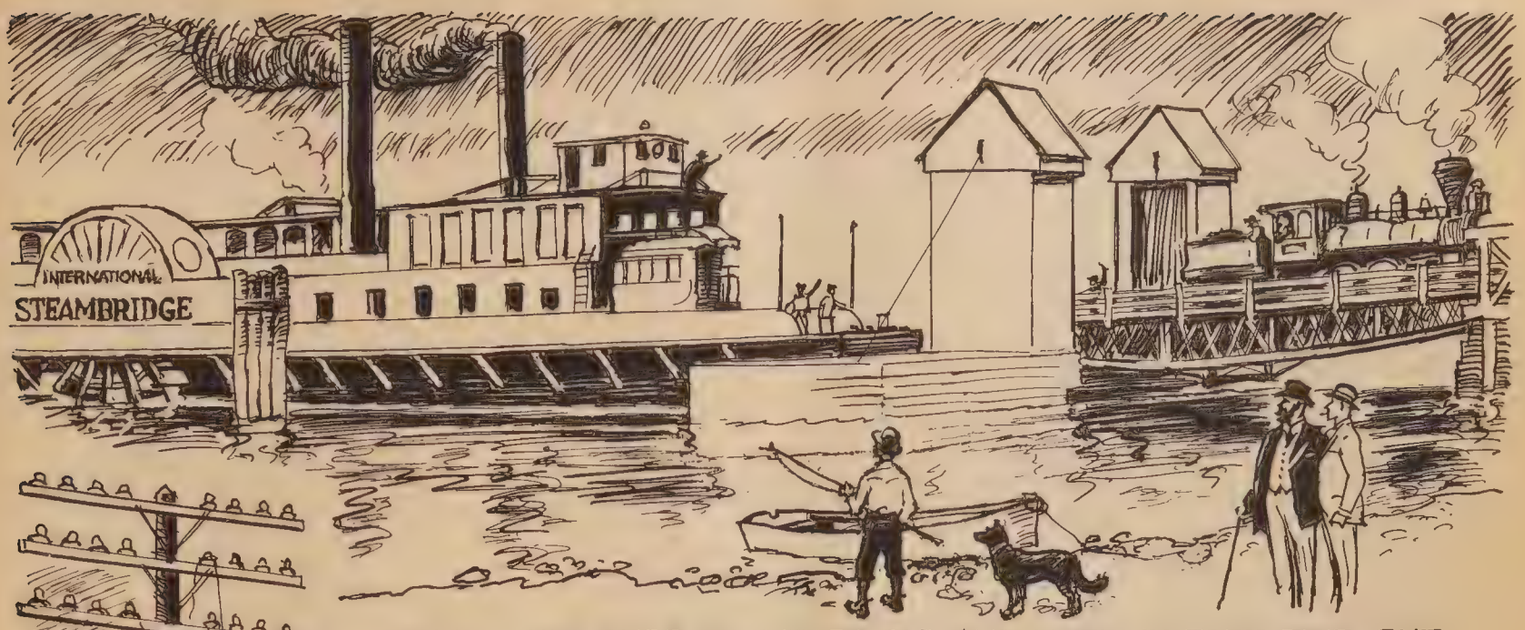
Four times a year the group has social meetings. In July the members and guests bring box lunches, the engine is steamed up, and each member is entitled to a free trick at the throtttle during the evening. The station gas lights are lit, so are the engine and cab lights, while kerosene lamps illuminate the cars. It is quite a thrill to go steaming through the woods in the black of night.

## Engine Smoke in Alabama

**Brewton, Ala.: No. 101, the T. R. Miller Mill Company's 2-6-2, gallops out of the woods with load of gons on movie and tape-recording run staged for visiting railfans, press, TV, and radio. The company operated its two steamers on that occasion, the other one being No. 12, a 35-ton 2-4-2 built by Baldwin in 1904.**
Wilbur T. Golson, 9124 San Lo Drive, Baton Rouge 15, La.

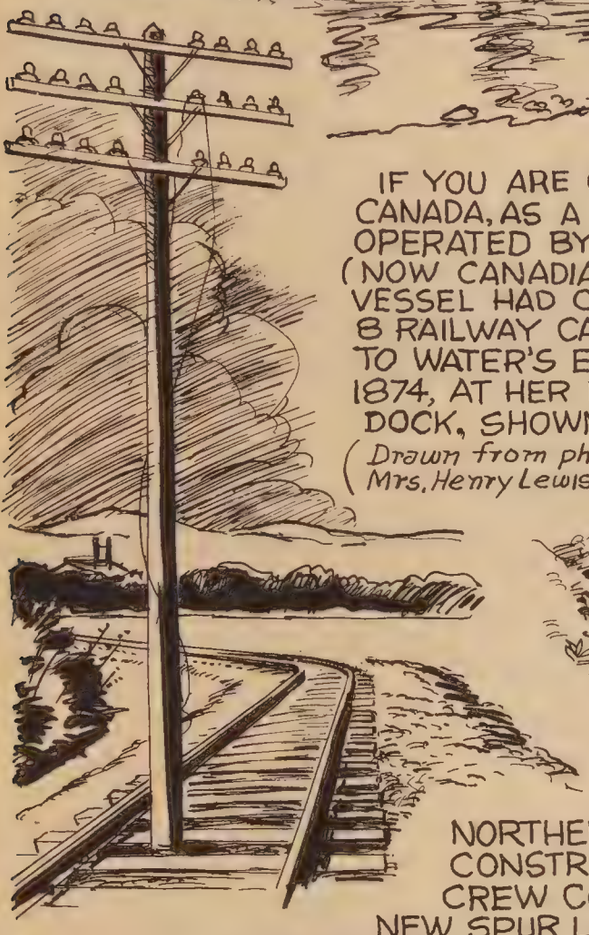
# ALONG THE IRON PIKE

by Joe Easley

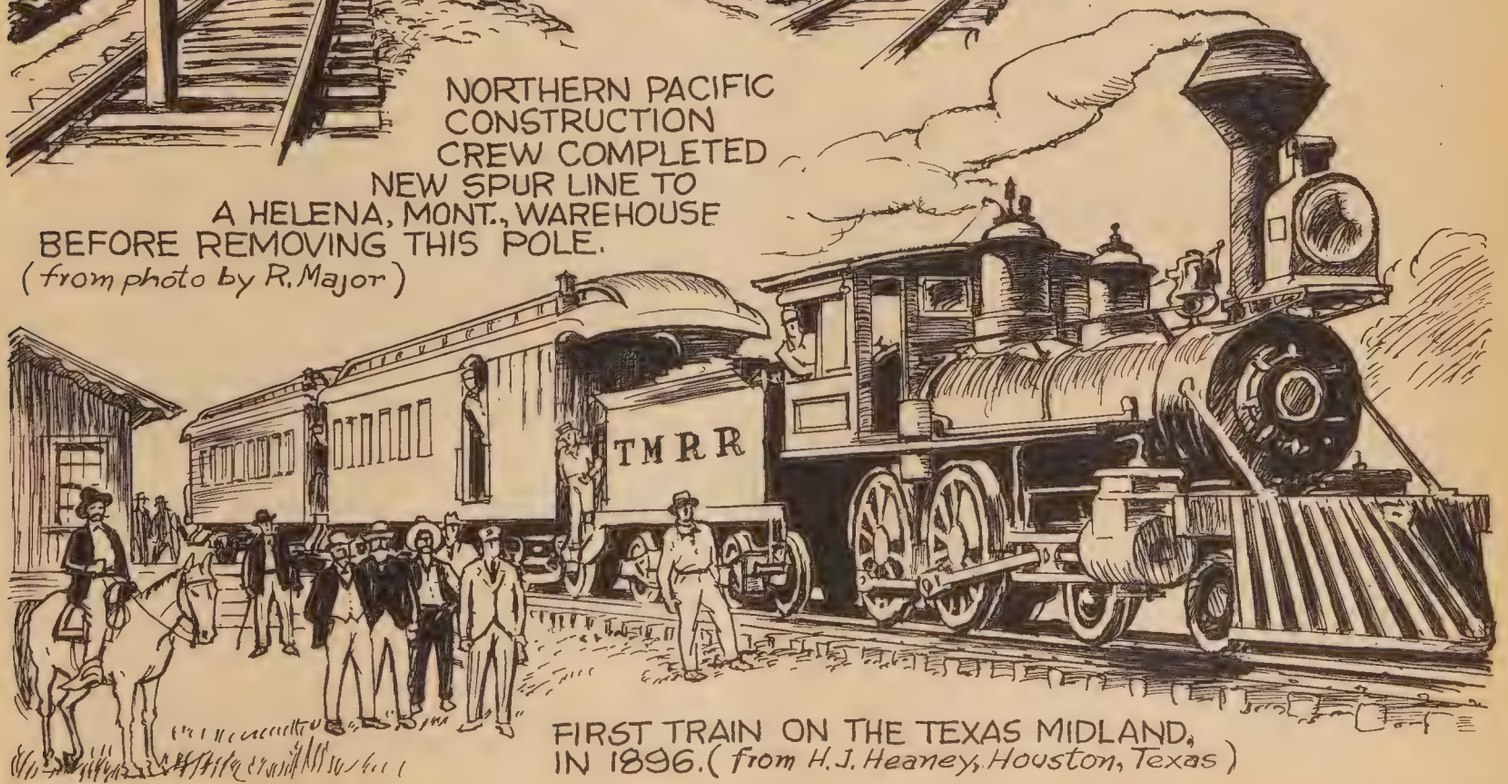



IF YOU ARE OVER 90 YEARS OLD AND LIVED AT FORT ERIE, ONT., CANADA, AS A SMALL BOY, YOU MAY RECALL THIS CAR-FERRY, OPERATED BY BUFFALO & LAKE HURON RY. (NOW CANADIAN NATIONAL). VESSEL HAD CAPACITY OF 8 RAILWAY CARS. WAS BURNED TO WATER'S EDGE FEB. 2, 1874, AT HER FORT ERIE DOCK, SHOWN HERE. (*Drawn from photo owned by Mrs. Henry Lewis, Fort Erie*)

IS THIS 46' 3" BORE NEAR WESTMORELAND, TENN., THE WORLD'S SHORTEST RAILROAD TUNNEL? IT WAS BUILT IN 1886 BY THE OLD CHESAPEAKE & NASHVILLE (NOW L&N).



NORTHERN PACIFIC CONSTRUCTION CREW COMPLETED NEW SPUR LINE TO A HELENA, MONT., WAREHOUSE BEFORE REMOVING THIS POLE. (*from photo by R. Major*)




FIRST TRAIN ON THE TEXAS MIDLAND, IN 1896. (*from H. J. Heaney, Houston, Texas*)

**"Valley of the Titans," one of Kuhler's latest paintings: to get the full dramatic impact you should see it in color.**

INTERESTING
RAILFANS
NUMBER 18

# OTTO KUHLER

OTTO KUHLER'S two big romances are closely related: his wife, Simonne, and his love for steam railroading. He was born July 31, 1894, near Cologne, Germany, into a rich old steelmaking family. When World War 1 broke out he joined the German Engineer Corps and was sent to Belgium. The army needed timber for trenches. Private Kuhler built a narrow-gauge lumber road and operated it with 1200 lumbermen, nine steam locomotives, 400 trucks, and a giant sawmill. Simonne was one of the three daughters of a Belgian doctor who handled his accident cases.

"She was a tomboy, whimsical and full of mischief," Otto recalls. "The first time I made a play for her she slapped my face. On Sundays I would run a locomotive light, pick up the three girls, and take them into the forest for a picnic. Now and then I let Simonne run the engine. Once she almost killed us all, but I liked her spirit—and still do."

After the war they married. Otto became an artist—with no art training except three days at a Dusseldorf academy. Three days was all he could stand of the academy's rigid discipline and archaic teaching methods. His pet dachshund, Emile, like Mary's lamb, followed him into the classroom. "Since Emile's diet was as poor as mine in our starved, war-torn land, he occasionally snatched meat sandwiches from the students' easels, which made us both very unpopular."

In 1923 the skinny young artist sailed to America, landed with only $8 in his pockets, and settled down at Pittsburgh to paint and etch industrial scenes. He succeeded so well that within three months he sent Simonne passage money, met her at the New York pier, and drove her in his "Stutz Bearcat" to a newly-furnished apartment in Pittsburgh.

During the lean Depression years, while once-successful men were selling apples on street corners, they lived on a small farm. There by kerosene lamplight Otto designed the world's first practical, streamlined, steam locomotive and first streamlined diesel train. At that time he was working for Alco as a designer-consultant. Later, he designed luxury trains, remodeled old passenger stations and built new ones. Nearly 100 patents testify to Otto Kuhler's inventive

skill, but he prefers to etch and paint, particularly memories of the Steam Age.

He collaborated with Col. Robert S. Henry on two books, *On the Railroad* and *Portrait of the Iron Horse*, painted cover pictures for *Railroad Magazine*, and made black and white drawings for covers of the Railway & Locomotive Historical Society *Bulletin*, for which the society gave him honorary membership. He also created a book entitled *In the Steel Mill*. Right now he is doing another book, his autobiography.

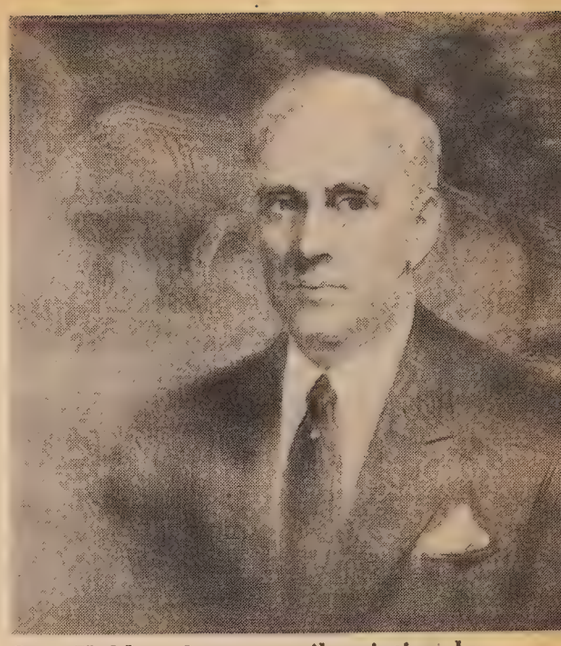
"My biggest mistake," he laments, "was to take a permanent high-salaried position with ACF in my fifties. I organized their new Car Design department and for a few years things went well. With the Electronic Age came a change in management. The obligation to conform to company policy and 'group thinking' was too much for my independent ways, so I promptly quit."

In 1947 Otto bought the rundown but scenically rich KZ Ranch in Colorado's Deer Creek Valley and, with his wife's eager help, rebuilt it into an efficient spread. There he raises fine Hereford cattle and paints during the long quiet winters. "Having lived almost alone so many years up here in the hills," he says, "I have become allergic to crowds." The vast Western sky inspires him to do landscapes, often combined with steam locomotives in action. Sometimes he drives down into Mexico for his subjects. Visitors are welcomed to his studio (mail address KZ Ranch, Pine, Colorado 80470) but only by appointment.

Otto Kuhler is not a railfan in the ordinary sense of the word. He is enthralled by Nature's grandeur and the glory, drama, and beauty of the Steam Age and has a kindly regard for all hobbyists who feel that way too. "The other kind," he dismisses with a shrug, "those more interested in such details as locomotive classification numbers, leave me cold and mostly bore me," in which respect he agrees with Lucius Beebe.

Besides its cattle, KZ has two Palamino horses, a collie bitch devoted to Simonne, and a red cat that sticks fairly close to Otto. "My wife and I have few close friends," he says, "some as far away as Asia and New Zealand. For the most part we are happier with our animals than we would be with humanity." That trait, too, they share with Beebe. They have a son Renaldo, who is curator of history at the Washington State Museum in Spokane; a married daughter, Winona, in New York City, and two grandchildren.

Otto is no collector. The few artifacts he owns are not important to him. "I learned long ago that the only substantial value is land," and he gazes out wistfully over his vast meadows, brush in hand. Original Kuhler paintings usually sell for $500 to $3,000 apiece, but color prints made from some of them, framing size 19½x23½", may be had at $7.50 each.



**Otto Kuhler, from an oil painting by Iris Maragoliotti. (Note bullnose engine, one of Kuhler's many designs.)**

Otto's tastes are simple. His favorite meal consists of boiled beef, boiled potatoes, and cucumber salad with strong horseradish sauce. He never buys on installment and has never borrowed money except from a bank.

"And I never lend money to friends," he says. "I want to keep them. If a man can't find his boot-straps he isn't worth my friendship." Changing the subject: "The other day my old friend Bob Richardson of the Colorado Railroad Museum stopped in and we happened to mention *Railroad Magazine*. We both feel it is superior in content to *Trains* and has much more appeal to railroad men and students of rail history. It could be a great success if only the quality of its advertising were improved."

The artist-engineer considers himself deeply religious. "But," he adds, "I have no sympathy for church organizations, many of which are little more than status symbols. Man approaches true religion as he comes closer to understanding what the word *infinity* means.

"I have been in so many tight spots and have picked up so much knowledge of how to get out of them that I never worry. Simonne and I fear neither the present nor the future. When things used to gang up on me I'd say to myself *'Das wollen wir aber mal sehen'* (loosely translated, 'We'll see about that.'). Sometimes I would go to a saloon, get plastered, sleep it off, and come up fighting mad—with strategy, not emotion. I might get bruised in the mental fight but I never went down." ●

**Kuhler designed the scrollwork and rugged-looking chimney for his lodge on KZ Ranch near Pine, Colorado. The lady at the left is his gracious wife, Simonne, standing beside his Palamino horse, Sergeant; and the bell came from a steam locomotive that made history, Baltimore & Ohio's 5304, first bulletnose engine.**

# CLOSING DAYS

Fiction Story by Ralph A Snyder

NEW age, old man." The busy lineman, Bill Tolliver, ripped away the last of the depot telegraph instruments at Masonville. "Fast trains, fast phones! No time to fool with telegraph any more."

"But, Bill—"

The lineman laughed in the veteran agent's face. Old Dave Parsons was ancient. He'd been in Masonville for ages.

"I know what you'll say. Good enough for your father, and all that." Bill snapped his tool bag shut. "But it's not. Come to life! You're living too much in the past."

From down the tracks came a wailing moan. Dave turned and pulled down the order board. Just a second to wait, then a flashing silver streak wailed by.

"See!" The lineman pointed to the vanishing cloud of dust. "Dieselized streamliners, Rip Van Winkle! New day." He strode out to his speeder.

The station agent watched wearily. A pimply-faced teen-ager bawling for an express package recalled him to the present. The old eyes clouded as the youngster threw down the pencil he'd signed with and darted away. Once upon a time the arrival of an express package was a subject for conversation.

Dave's eyes swept disapprovingly over the shining telephones. He'd gotten used to a dispatching phone but this sudden removal of his commercial and message telegraph wires was more than startling. It overwhelmed him.

Gone was the battered relay with its rubber-band spring. Gone was the aluminum-barred sounder that, only a short while back, had seemed terribly important. Two holes gasped in the desk where the sacred key had been. They glared at him as lifeless as the windows of a vacant house And now even time-honored steam power had vanished from the railroads.

The new switchboard—Dave's eyes roved over to it—was a devilishly mocking affair, tinnish looking. With a sigh he went to the rear of his office and took up his monthly ticket report.

The office door pushed open slowly First appeared a shaggy head, with spectacled eyes that peered sharply about. Then a cane tapped the floor. In came a wooden leg, and finally a retired conductor, Silas Martin.

"Ain't no officials hidin' in the freight house?" he chuckled.

"No, Si. Ain't no snooper today."

"Day ain't done yet." The visitor filled a reeking pipe. "The brass collars use automobiles nowadays."

"Been doin' it for years, Si. We're living in modern times now."

"Modern? It's plumb craziness!" The old conductor cackled. "What's modern about puttin' a hundred cars on local frieight an' runnin' through, just 'cause the company ain't got enough agents left to get business?"

He pointed his cane toward the hateful display of modernity. "Ain't got no telegraph wires any more?"

Dave shrugged. "We need telephones to keep up with the fast trains."

"Fast trains!" the retired O.R.C. was sarcastic. "Fast—where? Fast in some terminal a-waitin' for a hundred cars whilst folks uses trucks."

The agent raised his eyes from the pot-bellied stove to set his aged friend right. "But we get heavy freight, Si."

The visitor removed the pipe from his mouth. "Ain't no local switched for two hours here in the past six years. Even Sam Howell's gettin' his wheat by truck an' shippin' flour by truck. What's fast about that for the railroad?"

The agent's face wrinkled. His reply was unconvincing "I'll get Mr. Howell's business again."

"Not from what I hear, yuh won't," the old conductor denied. "Sam'll see this railroad in hell fust!"

"What'd you hear, Si?"

"Plenty! Heard Sam was in here payin' freight on some cars of wheat an' orderin' two cars for flour when that—that—what yuh call 'em, Dave?"

"Agency supervisor."

"That's it. New official fer snoopin'. Well, it seems he romped in an' found someone in yuhr office. Raised hell an' told yuh to do all business through the ticket window."

The old agent was on the defensive. "Mr. Barnes didn't say a thing to Mr. Howell."

"Didn't have to," said the O.R.C. "Sam ain't dumb. An' Sam ain't gonna spend his money where he has to stick his head in a hole in a wall. Shucks, Dave, when Sam goes to the city they invite him into their offices. They want

his money an' they play up to him."

Dave Parsons flinched "I'll get him back, Si. Mr. Howell won't see Masonville agency closed."

"Clo—clo— What?"

The retired conductor rocked back and forth, his eyes wide with concern.

"The company's asked the I.C.C. for permission to abolish this office," said the agent. "Superintendent figures it's a needed economy."

Silas Martin seemed to be choking. In that moment he was chasing with his memory back through the years, then to the comfortable days since his retirement with his old friend. Close Masonville! Was the world toppling?

"No business," droned the agent. He picked up the ticket report and held it out. "Blank this month, Si."

The form dropped back on his desk. Together they stared into the white heart of the dying fire.

PRESENTLY Si gulped: "They closed old John's job at Hammond's Mill, an' old John died."

A long pause. Then Si shook his head: "It won't work."

"What won't work?"

"Railroad that hopes to get business with no agents to talk to the people. Trucks call on folks. Dave," the ex-conductor leaned forward earnestly, "the railroad's got it wrong. Folks didn't think of them, Dave. You were their railroad."

"Local used to switch two hours at Hammond's Mill," the agent mused. "Don't stop there now. Last month I got thirty-two shipments. Used to get that many in one day. I—I reckon she'll close, Si."

"But you got seniority rights."

"Ain't fitted for city jobs, Si, an' that's all's left. Besides—"

His voice trailed away unnoticed. Again he heard the last examiner's caustic comments on his dimming eyes. The next time. . . . Now reports said the new eye-test book was mowing them down like grain before the reaper.

Elusive phantoms flickered over the silent walls as the two loyal veterans sat pondering their iron pike. Shades of night were dropping over the scene.

Si leaned over and tapped agent's thin knee. "Folks uster look at the depot as a community place, Dave. In those days we got news here. We telegraphed about the coming of our babies, an' our marriages, an' our dead."

"Course, we did, but that's all changed now. The men running things these times won't do business through a hole in a wall or leave stuff for trains without an agent to look after it."

The fiery old O.R.C. stamped toward the door. Dave asked: "You'll come back, Si?"

"An' git yuh fired?" Si answered. "'Course not. Look at Pete Shultz, for instance. Pete ran an engine here nigh on forty years. Last ten years he's been dodderin' about boostin' this railroad. Then that inspector fellow catched him comin' out of here an' told him to loaf somewhere else. Pete's mad"

"But, Si, I—"

"Who said yuh could help it?" The old pensioner bristled. "It didn't help our railroad none when Pete's son-in-law, what runs the biggest store here, turned to trucks.

"It wasn't that way when I run the local. Agents had friends then. Now look!" An angry swish of the cane narrowly missed the agent's face. "Who routs yuh out of bed at night to do something like Sam Howell did to get a city doctor for his first baby?"

The agent made no reply.

"Shucks, I'm goin' home," said Si.

"You can come to my house an' visit, Si," the agent said appealingly, "like you used to when Lucy was livin'—"

"House!" The old-time conductor rocked about "There ain't no huffin' an' puffin' of engines up there at your house any more. You ain't got no drawbars a-clangin' an' clankin up there nowadays on the' hill."

THE agent backed into his chair, all the while watching the gray-haired O.R.C. stand with one hand on the doorknob. He saw the wrist turn, the door slowly open.

Old Dave forgot it was time to close. It didn't matter. Home was lonely since the wife was dead. He must cleave to the sacred office as long as possible. Down the tracks the local whistled for the board, which was still red. Mechanically Dave pulled the board and held. it. Then he turned the old-fashioned board back to STOP.

Fancies, woven by flickering light of the dying fire, carried him away to bygone days. Once he had sold a ticket to San Francisco, and all that night in his dreams he had gone with the romantic passenger away across the continent to the Golden Gate, sparkling in the sunlight. The iron pike was a thing of imagination, then.

Memory brought back the eager, expectant faces of boys pressed against the depot window, admiring the instruments. How the lads had begged to be allowed one moment of bliss in touching that magic key! In it they saw the mystery that unlocked the secrets of a stretching world.

But now youth had no respect at all for the agent who telephoned the messages. Properly so, for what privacy was there in a message the agent bawled into a phone for every gossip to hear? Even the old Seth-Thomas clock showed its resentment by ticking loudly to cover the heinous offense.

Fancy swept Dave Parsons back to his youth and his first home with Lucy. Carried him to where the battered desk was piled high with 31's and 19's, when the order board was nearly always red.

In dreams he saw Si Martin as a young brakeman, proud of the club and lantern he possessed. Great days, those! How Lucy would fly to his side when he came home at night!

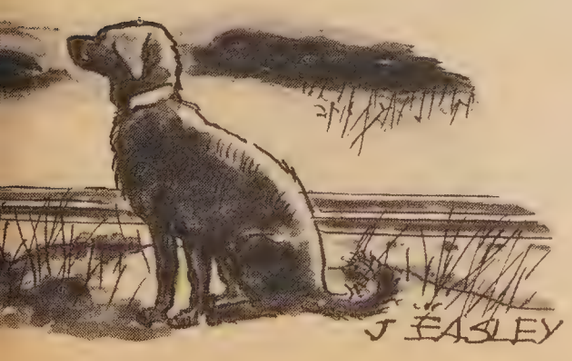
Now the silver screen of memory darkened, just a beaten old man facing a lonely evening of life. And because modern greed needed profits he must go. The friendly, talking steam had given away to the diesel streamliner, a Frankenstein mounted on rails.

No, he couldn't battle against the streamliner. He was tired, very tired, and Lucy was calling from a halo of the past . . .

Through the black night an imperious scream bore down upon Masonville. Villagers paused at their evening meal as it pierced the air. A few of them moved toward their depot. The streamliner was honoring them with a stop.

Time is the essence of the streamliner. Frustrated crew moved into the unlighted depot, above which gleamed the blood red eye of an order board. Someone cursed. Electric rays of the conductor's lamp bit into the office. By an uncompleted ticket report sat the figure of an aged man hunched in his chair.

The noise hushed. With sudden fear the conductor flashed his lamp closer. On that fine old face he saw the serene smile of one who rested at last from the stress of a busy life . . . Masonville depot had closed. ●



# INFORMATION BOOTH

**ASK BARBARA:** Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.

**1** *Would a national rail strike shut down all major U.S. railroads?*

No. The Southern would still run because it pulled out of the nation-wide work-rules agreement sometime ago and is dealing with its employees separately. The Florida East Coast could continue to run because it has been on strike since Jan. '63 and is being operated right now by supervisory personnel. Both roads would lose heavily on interchange freight business.

**2** *Where can I buy a steam engine, cars, etc., for an amusement-park road?*

Crown Metal Products Co., Wyano, Pa., or Little Engines, Box A, Lomita Calif., or J. C. Loughlin, Rte. 1, Box 488, Rehoboth, Mass.

**3** *What was the "Rathole Division"?*

Mid-section of the Cincinnati, New Orleans & Texas Pacific Ry., so nicknamed because it had 27 dark, hot, crooked tunnels in 160 miles of rugged mountain country between Wilmore, Ky., and Emory Gap, Tenn. There were 8 tunnels in 14 miles. An illustrated feature on this subject headed the Jan. '39 issue of *Railroad Magazine*. Eventually the Southern Ry. took over that line and daylighted or bypassed the "ratholes," leaving only one of the old ones, which it has enlarged. The track is now clear for heavy traffic.

**4** *Why did some oldtime engines have a cowcatcher (pilot) at each end?*

In early days railways had no turntable or wye. The engine would pull a train to one terminus and then, without turning around, would push it back to the starting point. If she overshot a stopping place, as she often did, she might run a short way in the opposite direction. Hence the need for two pilots. It was common for a switcher to have two pilots and two headlights.

**5** *Brief history, please, of Washington, Idaho & Montana Railway.*

This 50-mile line, running between Palouse, Wash., and Purdue, Ida., is unique in that most of its stations are named for universities Wellesey, Princeton, Harvard, Yale, Stanford, Vassar, Cornell, and Purdue. Bob Ripley featured it in a "Believe It or Not" cartoon. Those collegiate names were chosen by surveyors who laid it out.

Another station is named Deary, for William Deary, pioneer lumberman, who helped open the frontier to railroading. Potlach Lumber Co. built the WI&M, with 17 bridges, to near the Montana line. Original plans called for extending it into Montana; hence the name. On Sept. 30, 1905, three years before the road was completed, passenger service began with a trip in the private car of lumberman Frederick Weyerhaeuser. A few weeks later Deary opened it formally with an excursion.

At its peak WI&M operated 5 steam locomotives (it was dieselized in 1950), 300 flatcars, 15 boxcars, 2 coaches, and work equipment. End of its mail contract sounded the death knell of passenger runs in 1950. Recently the Milwaukee Road took over the WI&M.

**6** (a) *Where can I find 4-4-2 (Atlantic) types?* (b) *Which movies, whether theatrical or for home use, show such engines?*

(a) The following 4-4-2's are preserved: Pennsy 460 and 7002 at Northumberland, Pa.; Jersey Central Camelback 592 at the B&O Museum, Balitimore, Md.; a Michigan Central (later DT&I) specimen at the Ford Museum, Greenfield Village, Dearborn, Mich.; C&NW 395 at the Museum of Transport, St. Louis, Mo.; C&EI 222, present location unknown to us, and the British *Henry Oakley* at York Museum

**Trainload of logs rounds a bend in the Palouse River westbound from Bovill to Potlach, Idaho, on the Washington, Idaho & Montana Ry. (now Milwaukee Road).**
Milwaukee Road News Bureau

in England. (b) Maybe a reader can answer this question for us.

**7** *I've been looking a long time for an old railroad poem based on Henry W. Longfellow's "Psalm of Life"; where can I find it?*

Right here, author unknown to us.

**Tell me not in box car numbers**
**Life is but an empty dream.**
**When your meals are green cucumbers**
**Oh, how charming life does seem!**
**Life is real, when you are working**
**For a railroad day and night;**
**Then you have no chance of shirking;**
**You must do your work right.**

**Lives of railroad men remind us**
**We can never be sublime**
**But when going, leave behind us**
**Garnishees upon our time;**
**Garnishees which perhaps some other**
**Wand'ring o'er the railroad track**
**Will behold and tell his brother**
**That he will ne'er come back.**

**Let us then be up and doing**
**(Doing every one we can),**
**With our creditors pursuing,**
**Let them catch us if they can.**
**We shall work from night till morning,**
**From the time that we are hired.**
**Till the superintendent tells us**
**"See here, boy, I say, you're fired!"**

**When our harvest days are over**
**And our pay checks are spent,**
**With our shoes all torn and dusty,**
**With our backs all tired and bent,**
**We shall near the gates of Heaven**
**But inside we'll never get,**
**For old Peter there will tell us,**
**"We've no railroad men here yet."**

**8** *Did any shortline ever operate two different gages at the same time?*

Yes, indeed. Take the Carolina & Northwestern, which now comprises a group of small roads in the Southern system. Among its forerunners were the 3-foot-gage Chester & Lenoir inc. (1873) and the 5-foot-gage King's Mountain (inc. 1848 and opened as an independent line six years later). The wider railroad was destroyed in the Civil War and its iron toted away, but later was rebuilt. C&L gained control of it in 1873 and used the Richmond & Danville with third rail until 1899, then installed its own narrow gage, but went standard in 1902, H. Reid writes. The East Broad Top also is double gage.

**9** *Is the Pittsburgh & Lake Erie an independent road within the New York Central system?*

To some extent, yes. The Central owns about two-thirds of P&LE stock, which makes the smaller road a subsidiary of the big one. P&LE functions as part of the system. According to its president, John W. Barriger, P&LE's internal operations are conducted independently and by its own organization, although its methods, standards, and practices are coordinated with those of the parent company through having the Central's departmental vice presidents serve *ex officio* as heads of P&LE's corresponding departments. NYC President A.E. Perlman is P&LE chairman and chief executive. P&LE keeps its accounts separately and does not lease locomotives or cars to or from the Central. Unlike P&LE, the Boston & Albany was merged into the Central in 1961 and is no longer a separate entity.

**A glimpse of Atchison, Kansas, from the Strata-dome of the Missouri Pacific's *Missouri River Eagle*. The city gave its name to the Atchison, Topeka & Santa Fe Railway but no longer has AT&SF passenger service. It does have Santa Fe freight service, however, and the diesel you see is a 44-ton Santa Fe switcher, No. 456.**
Jim C. Seacrest, 2750 Woodscrest, Lincoln, Nebraska

**10** *What do you think of specially-planned communities of retired railroaders such as those in Florida and the Southwest?*

For some retirees this kind of thing is fine. It may be the only practical solution to their living problems. It certainly beats an old folks' home. But it *is* a confession of old age, a place where once-active men putter around with minor hobbies and concentrate on thoughts of the past. It's a form of segregation. Surveys have shown that "senior citizens" live longer and keep better health when they mingle occasionally with people of all ages, including youngsters; when they eagerly plan future activities, and when they stop boring other people with their complaints. Move into an oldsters' colony if you must, but guard against the tendency to write long, rambling, pointless letters or babble about "the good old days," thus overemphasizing the past.

**11** *Where can I get a list of North American passenger trains which stop for meals?*

From *The Official Guide*. After combing the *Guide*, Elliott Kahn reports that trains on the National Railways of Mexico alone make dozens of meal stops. Some end their runs at such stops. In other cases a different train continues the journey, maybe hours later. The best Mexican trains carry diners. In Canada, a White Pass & Yukon train stops for lunch at Bennett, Yukon Territory, while the Northern Alberta Railways have lunch rooms in several division shops, where stops are made for passengers to eat. A Pacific Great Eastern train halts for lunch at Kennedy, B.C. The complete list is too long to publish here. Included are trains on the Burlington, Rock Island, Santa Fe, Katy, Soo Line, C&O, Southern, etc. Says Elliott, "I didn't think I'd find so many."

**12** *Were standard-gage railroad car wheels actually made of paper?*

Many were, in part. Walter A. Lucas, for years managing editor of *Car Builders' Cyclopedia*, tells us that Allen's patent car wheels, made partly of paper, in all common sizes from 24″ to 42″ in diameter, were often used on passenger cars, especially Pullman sleepers. The word *paper* is inexact. The wheels had an iron or steel hub while the tire had two iron plates forming the inside and outside surfaces. The "paper" core consisted of meadow grass or other fibrous material greatly compressed to form a ring or central core which carried the load. The entire assembly was held together by bolts, often as many

**A pleasant summer day on the Moscow, Camden & San Augustine near Moscow, Texas. The engine is Mikado type No. 14.**
H. Reid, 8549 Wayland Street, Norfolk, Va.

as 24, depending upon the wheel's diameter. These wheels, which permitted quiet running, were used from 1870 to 1900, some as late as the 1920's. Hudson Paper Car Wheel Co. manufactured them at Hudson, N.Y.

**13** *I have a gold pocket watch bearing the name "Illinois" and the legend "Santa Fe Watch Co. Special." Serial No. 5271054. Engraved on the back is a 4-6-2 engine. I am curious about the watch (a collector's item).*

According to the general watch and clock inspector of Santa Fe Ry., your watch, while a good one, made in 1929, is of no particular significance. Illinois Watch Co. made many similar timepieces for the Santa Fe Watch Co. of Topeka, Kan., a retail jewelry store.

**14** *What is the MC&SA Railroad?*

The Moscow, Camden & San Augustine, a 6.8-mile line founded in 1898 is misnamed because its planned extension to San Augustine, Texas, was never even started. Twice (sometimes thrice) daily except week-ends and holidays its freight train leaves Camden for a slow run through a densely wooded area to Moscow, where it connects with the Southern Pacific. For the first trip each operating day, at 10:40 a.m., a 65-year-old coach (ex-LIRR) is coupled on for passenger service. The road has 9 employees. Main business is transporting lumber products from a Camden sawmill to SP siding. Since MC&SA was dieselized about two years ago its tourist trade has dropped sharply. Kept on stand-by service is a 100-ton 2-8-2 steamer, No. 14, built in 1911 as a woodburner. (See photograph.) An old track near the mill serves as a graveyard for 9 retired steam engines.

**15** *What do these initials on railroad lanterns stand for:* (a) *QMO&O Ry. and* (b) *CN&S RR.?*

(a) Quebec, Montreal, Ottawa & Occidental Ry., now part of the Canadian Pacific. (b) We don't know.

**16** *Who was John Hooks, author of an old poem, "The Railroad Blessing"?*

We don't know, but here is the poem.

**Bless, O Lord, the headlight's gleam**
**As darkness melts before its beam;**
**Bless the lights of green and red**
**That mark the shining path ahead**
**Bless each keen and faithful eye**
**That guards the road as we pass by,**
**In tower, cab, or crossing-way,**
**Through the night and in the day.**

**Bless them all, O Lord, we plead**
**May they share with us Godspeed;**
**Hold each one within Thy care**
**Who keeps secure our thoroughfare.**
**Grant them joy, as friend meets friend;**
**And love finds love at journey's end;**
**May their hearts and hearthsides share**
**All our blessings and our prayer.**

**Bless the minds whose visioned plan**
**Bridged the rivers as they ran;**
**And bade the rail be laid aright,**
**Arrow straight and silver bright.**
**Bless the hands that forged the steel**
**And made each eager, turning wheel;**
**The skill that formed the coaches' length**
**To keep us safe within their strength.**

**17** *My grandfather was crippled in a "cornfield meet" July 4, 1908, near Denley in northwestern New York State. Please give details of the wreck.*

That Saturday the New York Central's *Clayton Flyer,* bound for the Thousand Islands with a trainload of vacationists, left Utica at 3:50 a.m., nearly two hours late. She consisted of six Pullman sleepers, a day coach, a baggage car, and a combined baggage-smoker, all wooden-bodied, doubleheaded by two fast 4-6-0's, on the single-track line of the Rome, Watertown & Ogdensburg Division.

Engineers Al Richter and Steve O'Brien had orders to meet a 21-car freight at Boonville or Lyons Falls, depending upon how far she could get

by that time. Not finding the freight at Boonville, the *Flyer* proceeded north, her crew expecting to see the other train "holed up" on a siding at Lyons Falls. They rolled at high speed to make up lost time.

On duty at Lyons Falls depot that morning was a lady operator, age 29, who had been on the Central's payroll only a week. The Watertown dispatcher issued this order, "No. 55 (Passenger) will wait at Boonville until 5:15 for No. 90 (Freight)." The green operator inadvertently wrote "5.55" instead of "5:15" and handed her flimsies to the freight engineer, George Hughes, and his skipper, J.W. Carney.

These men naturally assumed they had plently of time for the short run to Boonville. A sharp curve with thick foliage north of Denley kept them from seeing the oncoming flyer. Mike Wall, a farmer, saw both trains and ran toward the track, frantically waving his hat. He was too late!

All three engineers closed their throttles, threw over their Johnson bars, "wiped the clock," and "joined the birds." Richter and O'Brien went to glory as their engine overturned, but the freight hogger survived with both arms broken and a ghastly scalp wound. Two firemen were killed: F.W. Burnett of No. 55 and Joe Michael of No. 90. So was the freight's head brakeman, Andrew Hagerdorn. One express fireman, B.A. Lingenfelder, escaped with a broken knee. No Pullman rider was even scratched. Among the survivors was George C. Bolt, proprietor of the Waldorf-Astoria Hotel in New York City, who joined others in the rescue work.

The smashed baggage car had fallen into the Black River Canal. Fearing that some people might be trapped inside, a man ran to the nearest lock-tender and had him drain water from that section. After that had been done, several men were found in the car and all were helped out to safety. One passenger locomotive lay on her side on the canal bank. The other, No. 2014, remained upright. The freight engine was badly demolished, while some of the freight cars pointed skyward at crazy angles.

Among those severely injured were C.D. Schaff of Watertown, motive power superintendent, and W.H. Wood, the Utica yardmaster. All were taken to Utica hospitals. Wrecking crews from Watertown and Utica cleaned up the mess. A coroner's jury pinned the blame on the lady operator and advised the New York Central to use more care in hiring telegraphers. Her name is not mentioned in the old issue of *North Country Life* from which we got the foregoing details.

**18** *What happened to ACF Railiners on N.Y., Susquehanna & Western?*

Cars 1001 and 1002, single unit, were built in 1940 for NYS&W at the Berwick plant; 1001 was destroyed by fire; 1002 was scrapped Nov. 1, 1950. Cars 1003, 1004, 1005, and 1006 were double units built for the Illinois Central at the St. Charles plant. No. 1003 was *Miss Lou;* 1004 was *Illini.* Both were sold to NYS&W in Aug. '43 and scrapped Nov. '50. No. 1005 (*Land O' Corn*) and 1006 were sold to NYS&W in Nov. '47 and scapped Nov. '50. Those 4 on the IC were succeeded by 4 Budd RDC-1 cars. ACF had sought to popularize the Railiners and build some for the Gulf, Mobile & Ohio and various South American railroads, but Budd brought out a more powerful car, which has proved to be a success, we learn from Walter A. Lucas.

## Running Extra

Our August '63 department carried a photo of a live steamer built by C.A. Cunningham, retired Northen Pacific engineer, 1114 21st St. E., Auburn, Wash. As a result this man had a surprise visit from Norris Gannon of Columbus, Ind., whom he knew 50 years ago as a hostler helper at Auburn but had not seen since, until last July 18th. Mr. Cannon saw the picture, recognized the name of his old friend, and dropped in to see him. Says Mr. Cunningham, "I am grateful to *Railroad Magazine* for being instrumental in getting two oldtimers together again."

Avery F. Von Blon, Jr., reports that Patsy Carol Parker, age 15, whose mother is a switchboard operator for the Santa Fe Ry. at Temple, Texas, was severely injured a few months ago in an automobile accident. The girl is paralyzed from the waist down, unable to walk or even wiggle a toe. But with the aid of a brace she returned to school and, if enough funds can be raised, will get rehabilitation treatment. Readers willing to help may contact her mother, Mrs. Doris Parker, Rogers, Texas.

Anyone needing facts or pix on the old Boston, Revere Beach & Lynn for a book or magazine article should write Steve Cook, 30 Beacham Ave., Saugus Mass., who says he could put them in touch with 3 electricians who worked on that road and who have BRB&L pix, movies, operating tts., and anecdotes.

Who can supply the following railroad history? (a) Lake Zurich & Wauconda for Fred Stoes, 1601 Harper St., Santa Cruz, Calif. (b) El Paso & SW (now SP) for Don Sywassink, 1244 F Ave., Douglas, Ariz. (c) Ferromonte Mine RR. and Sterling Mt. RR. for Wm. Krentler, 37 Gordon St., Ridgefield Park, N.J., (d) Sonora-Baja California RR. in Mexico and its motive power for Dick Biermann, 178 Clinton Park, San Francisco 3, Calif. (e) Covington, Flemingsburg & Ashland (later Flem. & Northern, abandoned) for C. Davis, 209 Republic, Peoria, Ill.

History of Canadian Pacific engines 2900 and 2901, including divisions on which they ran, is sought by Eldon Rathburn, 760 Tasse St., St. Laurent, P.Q., Canada.

"The *South Park,* built 1910, was *not* Lima's only 'fireless cooker,' as J. Hilton stated in October *Railroad,*" writes David Pond, 85 Rochester Dr., Rochester, N.Y. "National Cash Register of Dayton, O., had two other such Lima 0-4-0's: the *Rubicon,* built 1909, and the *Dayton,* 1910. Other fireless engines were built as recently as 1950."

(Dave is editor of *The Lantern,* a well edited little monthly dealing with rr. history and steam and electric locos, $1.50 a year. He says he'll send a free copy to anyone on request.)

Answering a query from M. Haller: "Joe Collias in his book *The Last of Steam* erred in saying Pennsy K-4s locomotives had *banshee* whistles," writes John M. Prophet, 3rd, 55 Meadow Rd., Buffalo 16, N.Y., "unless his idea of what a *banshee* whistle was conflicts with the view held by railfans in general, who regarded it as the shrill, high-pitched, single-chamber type used by the Pennsy on all of its switchers and most freight engines. All 425 of the K-4s engines had the standard PRR passenger whistle with a 3-chambered chime."

"Great Northern once ran 4-8-4's in what was termed 'Glacier Park colors'," writes Harry Scholz, 2642 E. 27th St., Brooklyn, N.Y., "The boiler and the cylinders were green, drivers and cab black, and cab roof red. Was the red a coat of paint or red lead such as is used in undercoating on metals?"

**Long Island R.R. has sold both air and ground rights for property near Bay Ridge yards but retains perpetual running rights, though after a housing project is built over the railyards. Mr. Harte, the buyer, is paying $80,000 for removal of the railroad's overhead wires during the construction period and $200,000 to install new overhead wires.**

Ron Ziel's list of old Pennsy locos at Northumberland, Pa., included the *Reuben Wells.* Information on her is supplied by David Hyer, Winchester, Ind. She was named for the master mechanic of the Jeffersonville, Madison & Indianapolis (now PRR) who designed and built her in 1868 at the road's Jeffersonville shops. Originally an 0-8-0T woodburner, No. 35, later 635, she carried water in side tanks and a saddle tank and in 1868 was said to be the world's largest loco.

# Canadian Roads Not Listed in The Official Guide

**by Elliott Kahn**

SINCE August, 1962, we have been serializing a list of 3,000 or so North American railroads not mentioned in *The Official Guide*. They are mostly industrial lines.

All wheel arrangements (0-6-0, etc.) specify steam power unless otherwise noted. We omit Co., Corp., and Inc. from most corporation titles and we use these abbreviations: *CLC* (Canadian Locomotive Co.), *des* (diesel-electric switcher or switchers), *Comm.* (Commission), *Consol.* (Consolidated), *dh* (diesel-hydraulic), *dm* (diesel-mechanical, *F-M* (Fairbanks-Morse), *GE* (General Electric), *GM* (General Motors), *MLW* (Montreal Locomotive Works), *n.g* (narrow gage), *Ply.* (Plymouth), and *Whit.* (Whitcomb).

Your compiler (75-48 183rd Street, Flushing 66, N.Y.) appreciates additions and corrections from readers.

### Alberta

Blairmore—West Canadian Collieries, loco, 500 wooden mine cars.
Calgary—Canada Creosoting—Whitcomb d-m 0-4-0, 360 4-wheel log cars, all n.g.
Canmore—Canmore Mines, 0-6-0 (std. gage), also 26¼" gage locos and cars.
Coleman—Coleman Collieries (International Mine), diesel and compressed air locos, 400 mine cars, also incline railway; Coleman Collieries (McGillivray Mine), trolley and compressed air locos, 300 mine cars, also incline railway.
Drumheller—Amalgamated Coals, 42" gage; Fererated Co-operatives, 30" gage.
East Coulee—Century Coal, locos, mine cars, 42" gage.
Edmonton—Canadian Cement, ?; Canadian Creosoting,narrow gage track; Star-Key Mines, horses, electric winches, mine cars, 36" gage.
Hillcrest (Bellevue)—West Canadian Collieries, 29 miles, compressed-air locos, 600 wooden mine cars 36" gage.
Kneehill (Drumheller)—Red Deer Valley Coal, 3½ miles, trolley and battery locos, shuttle cars, 200 steel mine cars, 170 wooden mine cars.
Plyami (Lethbridge)—Lethbridge Collieries, 7½ miles, 400 mine cars, locos, 36" gage.

### British Columbia

Begbie—Begbie Pole Yard, .92 mile.
Campbell River—Elk Falls, Ltd., one 2-truck Shay.
Chemanus—McMillan, Bloedel & Powell River Paper, 5 miles, one 2-6-2T, one 2-8-2T.
Cowinchin Lake—Hillcrest Lumber, 7½ miles, 2-truck Climax, 3-truck Climax.
Crofton—British Columbis Forest Products, one Whitcomb 600-hp des.
Cumshewa (on Queen Charlotte Island)—McMillian, Bloedel & Powell River, 22 miles.
Deerholme—Glenora Western Ry. (owned by Jerry Wellrin), 0-4-0T, 36" gage.
Englewood—Canadian Forest Products, 100-plus miles, 2 Shays, one 2-6-2, diesel-powered Shay, diesel-powered Climax, home-made 0-4-0 diesel, 3 GM 1200-hp des, railbus, freight cars.
Fort St. John—Jefferson Lake Sulphur, one GE 300-hp des.
Honeymoon Bay—Western Forests Industries, 7½ miles, a truck Shay, 6-wheel gas loco.
James Island—Canadian Industries, 10 miles, 36" gage.
Kimberly—Consolidated Mining & Smelting of Canada.
Kitimat—Aluminum Co. of Canada, one Alco 1000-hp des.
Ladysmith—Comox Logging & Ry., two 2-8-2's, 2-truck Shay, Whitcomb diesel, one BLW des, 2-6-2T (on display at Courtenay), cars.
Michel—Crows Nest Pass Coal, 9.7 miles, 7 compressed-air locos, one BLW 660-hp des std. gage, 700 wooden mine cars, 42" gage.
Nanaimo—McMillan, Bloedel & Powell River, one diesel; Western Coal & Fuel, ?
Nanaimo Lakes—McMillan, Bloedel & Powell River, one 2-6-2, one 2-8-2T.
New Westminster—Canadian Creosoting, 6 miles, 30" gage; Dominion Tar & Chemical, 3 miles, 42" gage.
North Vancouver—Canada Creosoting, ¾ miles; Hooker Chemical, 2 miles, one diesel.
Port Alberni—Bloedel & Powell River, 65 miles.
Port Mellon—Canadian Forest Industries, 2 miles, one diesel.
Powell River—McMillan, Bloedel & Powell River, 15 miles.
Trail—Consol. Mining & Smelting of Canada.
Vancouver—British Columbia Power, ?; Canadian Forests Products, ½ mile; Dominion Bridge,?; Lulu Island, Western Peat,?
Watson Island (near Prince Rupert), Columbia Cellulose?

### Manitoba

Flin Flon—Hudson Bay Mining Smelting, on GE 274-hp des.
Kelsey Rapids—Manitoba Hydro-Electric Board, 13 miles, one GE 475-hp des, coach.
Lynn Lake—Sherritt Gordon Mines, ?
Pine Falls—Manitoba Paper, 2-6-0.
Selkirk—Manitoba Rolling Mill, ?
Pointe du Bois—Manitoba Hydro-Electric Board, 2 Mack gas railbuses.
Thompson—International Nickel, ?

### New Brunswick

Atholville—Fraser Companies, ?
Bathurst—Bathurst Power & Papar, one GE des, one MLW des.
Lancaster—Irving Pulp & Paper, ?
Newcaster—Fraser Companies, ?

### Newfoundland and Labrador

Buchens, Nfd.—Buchens Mining, 36½ miles, 2 Whitcomb diesels, BLH diesel, 4-6-0, cars, 42" gage.
Carol Lake, Lab.—Iron Ore Co. of Canada, diesels, cars.
Corner Brook, Nfd.—Boeaters Newfoundland Pulp & Paper, 0-4-0T, one GE des, 42" gage; Western Terminals, 0-4-0T, 42" gage.
Ernest Harmon Air Force Base, Nfd.—U.S. Air Force, 8 miles GE diesel, 42" gage.
Millerstown, Nfd.—Anglo-Newfoundland Development, ⅛ mile, gas 0-4-0, 42" gage.
Wabush Lake, Lab.—Wabush Lake Ry., ?

### Nova Scotia

Broughton—Brais D'Or Coal, 0-6-0, 2-6-0.
East Milford—National Gypsum, several 4-wheel diesels.
Glace Bay—Dominion Coal (No. 20 mine), 19 miles, 2 trolley locos, diesel locos, 1,262 steel mine cars, all 36" gage, also diesel loco, std. gage; Dominion Coal (No. 26 mine), 12 miles, trolley and diesel locos, 1,331 wooden mine cars, 36" gage.
Hainesport—Canadian Gypsum, 25-ton 4-wheel diesel.
Halifax—Canadian Industries, ?
Liverpool—Bowaters Mersey Paper, diesel 0-4-0, gas 0-4-0.
Little Narrows—Canadian Gypsum, ?
New Victoria—Dominion Coal, 8 miles, diesels, 208 aluminum mine cars, 30" gage.
New Waterford—Dominion Coal (No. 12 Mine), 20 miles, diesels, 718 aluminum mine cars, 30" gage; Dominion Coal (No. 16 Mine), 16 miles, diesels, 434 steel mine cars, 30" gage.
Port Hawkberry—Bestwell Gysum, diesel.
Pugwash—Malagash Salt, one or more diesels.
Stellastown—Arcadia Coal, 7 miles, one 0-6-0 (on display), one 2-4-0, one 2-6-0, one diesel.
Sydney Mines—Indian Cove Coal, 30" gage; Old Sydney Collieries (Florence Mine), 12 miles, diesels, 684 wooden mine cars, all 30" gage, also std. gage diesel and 0-6-0; Old Sydney Collieries (Princess Mine), 18 miles of 30" gage, one mile std. gage, diesel locos 30" and std. gage; 301 aluminium mine cars, 30" gage, 350 wooden mine cars 30" gage.
Sydney—Dominion Steel & Coal, several diesel and electric locos std. and 36" gage, also cars in both gages.
Trenton—Eastern Car, one GE 300-hp des.
Thorburn—Acadia Coal, locos, mine cars, 36" gage.
Truro—Dominion Tar & Chemical, n.g.
Wallace—Wallace Stone Quarry, one 4-wheel diesel.
Walton (Windsor)—Candian Gypsum, 5 miles, 2 GE 4-wheel des, dump cars, 42" gage.
Westville—Drumon Mine, 0-6-0, 2-6-2.

### Ontario

Atikogan—Caland Ore, ?
Belleville—Canadian Cement, 300-hp diesel (line reported closed down);
Brantford—Steel Co. of Canada, ?
Cardinal—Canada Starch, ?
Chatham—Canada & Dominion Sugar, 0-6-0.
Copper Cliff—International Nickel, elec. and diesel locos, cars, std. and 30" gage.
Cornwall—Howard Smith Pape Mills, ?
Cornwall—Courtaulds, elec. locos.
Doon—Kitchener Sand & Gravel, 0-6-0, 4-6-0.
Dryden—Dryden Paper, loco.
Dundas—Canada Crushed Stone, 2½ miles, elec. dump motors.
Erlean—Lake Erie Coal, 2-8-0's.
Espanola—KVP Co., ?
Ft. William—Great Lakes Paper, ?
Fraserdale—Hydro Elec. Power Comm. of Ontario, Ply. gas 0-4-0, one other.
Gananoque—Steel Co. of Canada, ?
Hagersville — Canadian Gypsum, ?; Quebec Quarry, ?
Hamilton—Dominion Foundries & Steel, 2 GM diesels, others; Hamilton By-Product Coke Ovens, ?; International Harvester, 0-6-0; National Steel Car, ?; Proctor & Gamble of Canada, ?; Steel Co. of Canada, several diesels, cars; Canadian Westinghouse, 0-6-0, 300-hp des.
Iroquois Falls—Abitibi Power & Paper, Shay, one GE des.
Kapuskasing—Spruce Falls Pulp & Paper, 2 GE des.
Kingston—Canadian Locomotive, ?
Kirkfield—Kirkfield Crushed Stone, one mile, three 0-4-0T's, 36" gage, one 0-4-0T, std. gage, Whitcomb 4-wheel diesel, std. gage, 36" gage cars.
Long Lac—Long Lac Pulp & Paper, one Vulcan diesel, one GE 8-wheel des.
Marathon—Marathon Corp. of Canada, ?
Merriton—Howard Smith Paper Mills ?
Niagara Falls—North American Cyanamid, ?
Ottawa—Eddy Company, ?
Peterborough—Canadian General Elec., 2 GE diesels.
Port Cochrane—Canadian Furnace, ?; Canada Cement, 2 GE diesels, one home-made gas 0-4-0; Canadian Furnace, 2 GE 8-wheel diesels; International Nickel, GE 8-wheel diesel, std. gage, several 4-wheel diesels, 24" gage; Maple Leaf Milling, GE 8-wheel diesel.
Port Credit—Canadian Johns Manville, one MLW 1000-hp des.
Rockwood—The Halton County Radial Ry., ?
St. Thomas—Canadian Allis-Chalmers, one GE 150-hp des.
Sault Ste. Marie—Abitibi Power & Paper, 5 miles, one GE 380-hp des; Algoma Steel, 52 miles std. gage, 3 miles 42" gage, one GM 800-hp des, 15 GE 380-hp des, 3 GE 300-hp des, 42" gage; std. and 42" gage cars; Mannesmann Tube, 1½ miles, one GE 275-hp des.
Smokey Falls—Hydro Electric Power Comm. of Ontario, 8-wheel diesel.
South River—Beaver Charcoal, one 0-4-0T, cordwood rack cars.
Sudbury—Dominion Tar & Chemical. n.g.; International Nickel, 16 elec. locos, 0-4-0T, 2-6-0, cars.
Terrace Bay—Kimberly Clark Pulp & Paper, ?
Thorold—Ontario Paper, one CLC 300-hp des.
Toronto—Consolidated Sand & Gravel, one Porter 400-hp des; Frigidaire Co. of Canada, one Davenport 4-wheel des; Massey-Harris-Ferguson, ?; Steel Co. of Canada, ?
Wallaceburg—Canada & Dominion Sugar, 0-6-0.
Watertord—Consol. Sand & Gravel, 0-4-0T.
Welland—Atlas Steels, ?; Elec. Metalurgical, 2 GE 8-wheel diesels, other diesels; Page-Hersey Tubes, ?
West Paris—Consol. Sand & Gravel, one CLC 300-hp des.
West Paris—Flintkote, GE 4-wheel.
Woodstock—North American Cyanamid, ?
Zorra—Canadian Cement, ?

### Quebec

Allard Lake—Allard Lake Mines, 3 MLW des, Davenport diesel.
Arvida—Aluminum Co. of Canada, diesels.
Baie Comeau—Quebec North Shore Paper, 1¼ miles plus yard and sidings, 0-4-0T, 2 GE 300-hp des, Ply. gas 0-6-0.
Beauharnois—Electro-Metallurgical of Canada, 0-4-0T.
Beaupre—Ste. Anne Paper, ?
Bromptonville—Richland Pulp & Paper, 0-4-0T.
Buckingham—James Maclaren, ?
Chandler—Gaspesia Sulphite, 0-6-0.
Pointe North—Gulf Pulp & Paper, 19 miles, two 0-6-0's, cars.
Clarke City—H.J. O'Connell Lumber, diesel.
Clermont—Donohue Bros., ?
Delson—Canada Creosote, 30" gage.
Donnacona—Donnacona Paper, ?
Fassett—Canadian Refractories, ?
Gatineau (Hull)—Canadian International Paper, ?
Gatineau—International Fibre Board, ?; International Plywood, ?; Masonite Company of Canada, ?
Grand Mere—Consolidated Paper Co., ?
Harrington—Canadian Refractories, ?
Harve-St. Pierre—Quebec Iron & Titamium (Romaine River Ry.), 24 miles plus sidings, 3 MLW 1000-hp des, one MLW 660-hp des, one 1200-hp des, coach, freight cars.
Hull—Canadian Cement, ?; Eddy Co., diesel.
Kenogami—Price Bros, one GE 300-hp des.
Lachine—Steel Co. of Canada, ?
La Salle—Quebec Natural Gas, ?
La Tuque—Canadian International Paper, 0-4-0T, diesel.
Lime Ridge—Dominion Lime, ?
Magog—Dominion Textile, one GE 150-hp des.
Montreal—Canadian Car & Fountry, 0-6-0; Canadian Cement Co., ?; Canada & Dominion Sugar, ?; Canadian Gypsum, ?; Canadian Tube & Steel Products, ?; Montreal Coke & Mfg., ?; Montreal Locomotive Works, one GE 470-hp des, one GE 300-hp des; Steel Co. of Canada, one GE 470-hp des, National Quarries, ?; Richmond Pulp & Paper of Canada, ?

**America is reviving the Steam Age with a growing number of midget railroads scattered over the country. Here is the 12"-gage Wallkill Valley Line which runs through an apple orchard. Its owner-operator, Joseph Krajicek of 56 Elting Avenue, New Paltz, N.Y., also has a small museum and sometimes lectures to Boy Scouts on the principle of steam locomotives and their role in history. His One-spot is an Ottaway live-steamer. Visitors like to watch him stoke her fire and take water. The motor-powered "diesel" is in standing-by service. On Memorial Day the Walkill Valley Line will open its third season.**
Ed Marr, Riverdale, N. J.

Port Cartier—Le Chemin de Fer Cartier (Quebec Cartier Ry.), 193 miles, 9 GM GP-9's, 8 MLW 1000 hp des, ore and service cars.
Portneuf Station—J. Ford & Co., ?
Ribeco—Sugar beet plant, one or more 0-4-0T's.
St. John—Singer Mfg Co., diesel.
Schefferville—Iron Ore Co. of Canda, ?
Sept Isles—Iron Ore Co. of Canada, 7 Atlas 40-ton side-pusher des.
Sept Isles and various locations in Labrador—Mannix Construction leases from GP-7's from B&M.
Shawinigan Falls—Consolidated Paper, ?
Three Rivers—Canadian International Paper, ?
Thurso—Thurso & Nation Valley (Singer Mfg. Co.), several diesels.
Ville La Salle—Montreal Coke & Mfg. Co., ?
Windsor Mills—Howard Smith Paper, ?

### Saskatchewan

Bienfate—Dominion Briquette, ?; Manitoba & Saskatchewan Coal, ?; (Taylorton), Western Dominion Coal Mines, ?

## Revisions in U.S. Listing

The following additions and corrections were sent in by Francis Guido, Dr. Bernard Albert, W. G. Rattley, Geo. Tillotson, Wm. West, W. Wilkinson, Richard Hinebaugh, Paul Deverter II, Ken Bird, Vane Hollister, John Riepe, Wm. Pennington, R. D. Ross, E. L. Hakes, John Parker, J. R. Hovey, Mel Braton, Jr., Richard Hoisington, Richard Hoover, and Stuart Kurth.

ALABAMA: Garden—Birmingham Slag, one diesel; Gasden—Republic Steel, all steam gone.

CALIFORNIA: Davenport—Pacific Cement & Aggregates, 3 miles track, 36" gage, two 0-4-0 trolley elec. locos, 3 battery elec. locos, 65 4-wheel dump cars; Edwards Air Force Base—Trackmobile; Loyalton—Feather River Lumber, Buda dm.

FLORIDA: Archer—Maddox Foundry, all n.g. steam sold; Gainesville—Cabot Carbon, all steam junked; Silver Springs—Six Gun Territory, 36" gage amusement-park line, also has 2-6-0 and 2-4-2T, both std. gage, on display.

GEORGIA: Atlanta—Southern Cement, one GE 44-ton des; Dawsonville— U.S. Atomic Energy Comm., diesel; Gordon—Southern Clays, abandoned.

ILLINOIS: Dixon—Medusa Portland Cement, 2 Davenport diesels; Hines—VA Hospital, Ply. gas 0-4-0; North Chillicothe—McGrath Sand & Gravel, Davenport diesel; North Pekin Mid-South Chemical, Brookdale gas 0-4-0; Peoria—H.R. Mandel, loco disposed of.

INDIANA: Wolcottville Sand & Gravel is in Wolcottville, not Rome City.

LOUISIANA: Port Allen—Cargill, Inc., one GE des.

MARYLAND: Patuxent Island—U.S. Navy, all motive power disposed of.

MASSACHUSETTS: Boston Sand & Gravel, Trackmobile; Dorchester—Walter Baker Chocolate, Trackmobile.

MISSOURI: St. Louis—Great Lakes Carbon, 2 fireless 0-4-0's, several dozen cars.

NEW JERSEY: Bayonne—U.S. Navy, one 65-ton des; Earle—U.S. Navy Ammunition Dump, several diesels.

NEW YORK: Point o' Woods (Fire Island)—P. o'W. Asso., ½ mile n.g., gas motor section loco car, four 4-wheel flatcars.

OHIO: Conshohocton—Clow Pipe, one mile, 36" gage, 1 or 2 Ply. gas 0-4-0, 20 side-dump cars, depressed flatcar.

PENNSYLVANIA: Kempton—Wanamaker, Kemton & Southern RR., 3 miles, 0-4-0T (may now be two), 2-6-2, 2 gons, 4 Rdg. coaches, one Lackawanna coach, Rdg. caboose, track speeder, trailer.

TEXAS: Baytown—Humble Oil, motive power gone.

VIRGINIA: Lorton—Lorton & Occoquan RR. (D.C. Penitentiary System), 8½ miles, 2 GE 45-ton des, one GE 60-ton des, 4 assorted cars.

WASHINGTON: Bremerton U.S. Navy, ?; DuPont—DuPont Corp., 1½ miles, 36" gage, GM 0-4-0 diesel, Ply. gas 0-4-0, 15 boxcars; 2 flatcars; Everett—Soundview Pulp, diesel; Ruston (the unidentified copper plant at Tacoma, in original list, is actually this operation, near Tacoma); American Smelting & Refining, 2 diesel elecs., flatcars, gons, cranes, all std. gage, also n.g. ore cars and trolley locos; Stielacoom—West Tacoma Newsprint, one mile, one GE 150-hp des, two 4-wheel gas locos, loco crane, 2 wood-chip cars, some flatcars; Tacoma—Hooker Elec. Chemical, 4-wheel diesel, 6-wheel diesel; Port of Tacoma—one Whit. des, 2 GE des, steam loco crane, diesel crane, 25 flatcars.

WISCONSIN: Mid-Continent Ry. Museum—0-4-0, 2-6-0, 4-6-0, 2 coaches, 2 cabooses, reefer, all at North Freedom.

WEST VIRGINIA (omitted in error):
Pageton—Consol. Coal (Pocohontas Fuel Div.), 6 mainline locos, 14 gathering locos, 8 shuttle cars, 575 mine cars, 44" gage.
Pageton—Page Coal & Coke, diesel, 397 mine cars.
Parkesburg—American Viscose, GE diesel.
Peach Creek—Jewell Ridge Coal, 5 locos, 8 shuttle cars, 340 steel mine cars, 48" gage.
Peck's Mill—Peck's Mill Mines, 9 locos, 135 mine cars, 44" gage.
Philippi—Badger Coal, 2 locos, 6 shuttle cars, 4 mine cars, 42" gage.
Port Amherst—Amherst Barge, Plymouth DM 0-4-0, one tank car. ●

Steve Maguire's

# TRANSIT TOPICS

GOOD-BYE to Pennsylvania's last three privately-operated traction lines: the Pittsburgh Railways, the Philadelphia Transportation Co., and the Philadelphia Suburban Transportation Co. These are the only street railway lines left in the state and all will soon become part of mass transit authorities in those areas.

Steve Maguire

The Port Authority of Allegheny County is acquiring 30 local bus lines in the Pittsburgh area. Despite objections to the price asked for the Pittsburgh system's bus and trolley setup, it will take over these lines by condemnation at a price to be set by the courts.

The corporation known as Pittsburgh Railways will not pass entirely out of existence, for it has been diversifying its interests in the past year by buying other industries. Its most recent purchase, according to Jim Cerny, Pittsburgh, Pa., is the Alarm Device Mfg. Co. of Brooklyn, N.Y.

Governor Scranton has signed a bill creating a Southeastern Pennsylvania Transit Authority to take over all street railway and bus lines in Philadelphia, Delaware, Bucks, Montgomery and Chester Counties. Included are the PTC lines in Philadelphia and the Philadelphia Suburban trolley routes to Norristown, Ardmore, Media, and Sharon Hill. The future of lines that have withstood thus far the onslaught of bus fanatics is uncertain. The new Authority will put them through some sort of "meat grinder." Already the PS has been sold to SEPTA for a reported $22 million, effective January 15th. Acquisition of PTC by condemnation will follow shortly.

The easternmost Pittsburgh Rys. routes, McKeesport 56 and Glassport 98, have been abandoned. The Glassport line, scheduled to go September 1, ended service in early August when a tornado hit the town of Glassport. Falling trees and debris tore down much wire. Car 1462, caught out on the line for hours, was finally backed into McKeesport. The following day Pittsburgh Rys. made a deal with the Noble J. Dick Bus Line to take over the service.

SEVERAL members of the North Jersey Chapter, National Railway Historical Society, took part in an unusual "fan" trip last summer over the old Jersey Central Traction Co. routes on the 40th anniversary of their abandonment. Led by a New Jersey Superior Court judge, Theodore J. Labrecque, a chapter member, they toured by auto from Perth Amboy south to Highlands and Red Bank. Judge Labrecque knows the route well. His father was superintendent of the company and Theodore as a boy lived in quarters above the Campbells' Junction station. During the recent trip it was possible to determine the location of many photos of the line by-on-the-spot study of the landscape.

**Rare picture of the short-lived Martinsburg Street Railway in West Virginia.**
Collection of Charles Hess, 413 S. Seventh Street, Goshen 4, Indiana

THE MONORAIL built for the recent World's Fair at Seattle, Wash., has been bought by Seattle Civic Center and is now operating one train each day, according to J. W. Matthews, Jr., 1415 N. 135th Place, Seattle.

GOVERNOR PEABODY of Massachusetts has signed three bills affecting the extension of rapid transit lines of Boston's Metropolitan Transit Authority. One provides funds for new service on the Malden-Melrose extension, another for a study of a line from Wonderland to Revere, and the third for the study of a proposed extension from Back Bay station to Westwood via Dedham.

COL. HARVEY L. SWIFT, executive director of the Port Authority of Allegheny County, addressing the 1963 annual convention of the Electric Railroaders' Association at Pittsburgh last July, which was attended by your writer, predicted that within three years all rail lines of Pittsburgh Railways would be converted to bus operation except for routes 35-Library, 36-Drake, and 42/38 Dormont-Mt. Lebanon, all using the Mount Washington Tunnel and private right-of-way south of it.

For these remaining rail lines a semi-rapid-transit type of operation is planned, similar to that of Shaker Heights Rapid Transit, reports John Baxter of Pittsburgh, former editor of *ERA Headlights*, a monthly magazine. Plans call for roadbed improvement, rebuilding of 20 or so PCC's for one-man two-car trains runing back to back, rehabilitation of 100 more PCC's, and a downtown loop with transit-preference streets enabling the trolleys to enter and leave the Golden Triangle in short order.

The Authority also is considering a 3-mile test elevated track for Westinghouse *Skybus* cars, each seating about 20 passengers, that could be coupled into 10-car trains and run on a concrete structure. The elevated track would run between the Bettis trolley stop on the Library line and the South Park Fair grounds. Total cost, $5 million. If the Federal Government could be persuaded to put up two-thirds, local authorities would have to pay the rest.

A PHOTO (reproduced here) of the forgotten Martinsburg Street Railway in West Virginia, which operated only in 1892-'93, came to light in connection with the state's Centennial. Charles V. Hess of Goshen, Ind., received the rare picture from a Martinsburg resident who had kept the files of a former photographer.

The line connected the Baltimore & Ohio station with the Cumberland Valley (PRR) depot 3 miles away, a short branch running to a park south of town. It has 3 closed cars and 3 open trailers. Francis B. Tosh, 812 Crittenden St., N.W., Washington 11, D.C., says the line forfeited its franchise Nov. 15, 1893. Three years later the cars were sold to Hagerstown Street Railway. The 3 closed cars were pulled to Hagerstown, Md., over CV rails while the 3 open cars rode on gondolas. The train made a top speed of 4½ miles per hour.

**Chicago's first rapid transit car, No. 1, is being pulled through Evanston, Illinois, en route to permanent storage.**

PHILA. SUBURBAN TRANS. has bought 2 Electroliners from the abandoned North Shore for its Norristown run, each replacing a 2-car train. Your writer had suggested such a purchase to PST on the ground that the equipment was too beautiful to be scrapped.

CONTINUING decline in passengers on the Chicago South Shore & South Bend electric line, together with Congress's failure to pass President Kennedy's mass transit bill, has resulted in a request by the South Shore to discontinue many off-hour runs. Passengers carried, according to Wm. P. Colliton, the road's president, have declined about 1000 per day in the last year, due largely to increased use of the Indiana Toll Road and expressways in the area. The reduction, first since 1961, would cut passenger trains by 28 percent.

Although an engineering survey shows that the South Shore runs more trains per passengers carried than any other railroad serving Chicago, the cut in service is necessary because of the loss of nearly $3 million in passenger revenue in the past 5 years and the sharp steady drop in number of riders.

NEW ORLEANS City has given permission to the N. O. Public Service to end trolley operation on the famed Canal Street, replacing it with buses running on the center strip in the downtown area, writes Wilbur T. Golson, of the Louisiana State Police, Baton Rouge, La. Actual abandonment will occur some time after the next Mardi Gras. The St. Charles Avenue line will not be affected by this change.

BI-STATE TRANSIT AUTHORITY at St. Louis made extensive route changes in its trolley lines last summer reports Cliff Saxton, Jr., 47 Arundel Pl., Clayton 5, Mo., including abandonment of the entire Wellston rail line and part of the Hodiamont line. Present operation enables all 3 remaining routes, Delmar, Hodiamont and the shortened University line, to come downtown on a single route, along Olive Street, after funneling into this street from their respective routes some distance from the downtown area.

Bi-State is changing the color of its buses to two-tone blue, but its trolleys may not last long enough to make repainting necessary. Of the system's 4 work cars, there is a possibility that line car 77, rail-grinder 215, and sprinkler 60 may never run again.

EDMONTON, Alberta, has hired an engineering firm to plan a 25-mile rapid transit line radiating in 6 directions from the city's center. Costing about $100 million, the network would run on level ground on private right-of-way except for a few miles downtown.

Residents of Atlanta, Ga., are still fighting to get a rapid transit system. Such a proposal was defeated at the statewide polls in 1962. One state senator remarked that the downstate rural voters turned it down because they didn't know what it was all about. Before the matter comes up for a vote again, this year, we hope a public relations program will make the rest of the state aware of Atlanta's needs.

HOW a Pennsylvania two-car shuttle train ran from Princeton station over the two-mile line to Princeton Jct. on the main line is a mystery, says Arthur Munson, Levittown, Pa. Late one evening the crew left their train at the station and went for a coffee break. On their return it was gone. A towerman saw it moving and alerted an oncoming train, so there was no accident. There must have been some red faces.

CHICAGO'S first "L" car, wooden car No. 1, is now in permanent storage at the old Lincoln-Wrightwood car barn, 1001 W. Wrightwood St., having made its final trip from CTA's Skokie Shops on its own wheels behind a CTA electric locomotive. It proceeded over the leased North Shore Line tracks to the Howard street terminal and then to the grade-level Buena Avenue freight yard, where a crane hoisted it onto a low-boy trailer for the trip over city streets to the barn. Thus the old car joined other historical equipment.

Car No. 1 was bought by Chicago & South Side Rapid Transit Co. from its builder, Jackson & Sharp Co., for $3,890. It went in service with the start of rapid transit operation in Chicago on June 6, 1892, as a coach pulled by a steam locomotive. During the 1893 World's Columbian Exposition, it was one of the 180 "L" coaches that carried almost 10 million visitors to and from the Fair. It was also one of 120 cars equipped with electric traction motors and controls for the South Side electrified operation which began April 20, 1898, and was retired in 1937.

The last Chicago rapid transit line with trolley overhead wire is being converted to third rail, writes Alex Darragh, 242 Greenleaf Ave., Wilmette, Ill., who says CTA is taking down all overhead wire on the Evanston line to the terminal in his town. With installation of live third rail, new fences and warning signs are being erected.

CTA is buying 5 miles of North Shore track in Skokie, Ill., between Howard and Dempster streets to use for non-stop shuttle service to Howard

**Pittsburgh Railway car No. 1415 is descending hill on McKeesport line.**
Stephen D. Maguire, Belmar, N. J.

Street elevated station. A parking area large enough for at least 400 autos will be created at Dempster Street. CTA had to buy the track to get a rail connection with its Skokie shops. It may eventually acquire and operate an additional 5 miles of North Shore trackage.

*NEWSLETTER* of Puget Sound Ry. Historical Asso., Sept. '63, reported that Glenwood Electric Ry. out of Cedar Grove, Ore., is operating a tram car, still wearing the sign "Castlereagh and Circular Quay" used in Sydney, Australia. The Association had laid 1200" of track and installed 500" of trolley wire. On display are a Key System unit, a Los Angeles Street Ry. car, and 3 Portland narrow-gage cars.

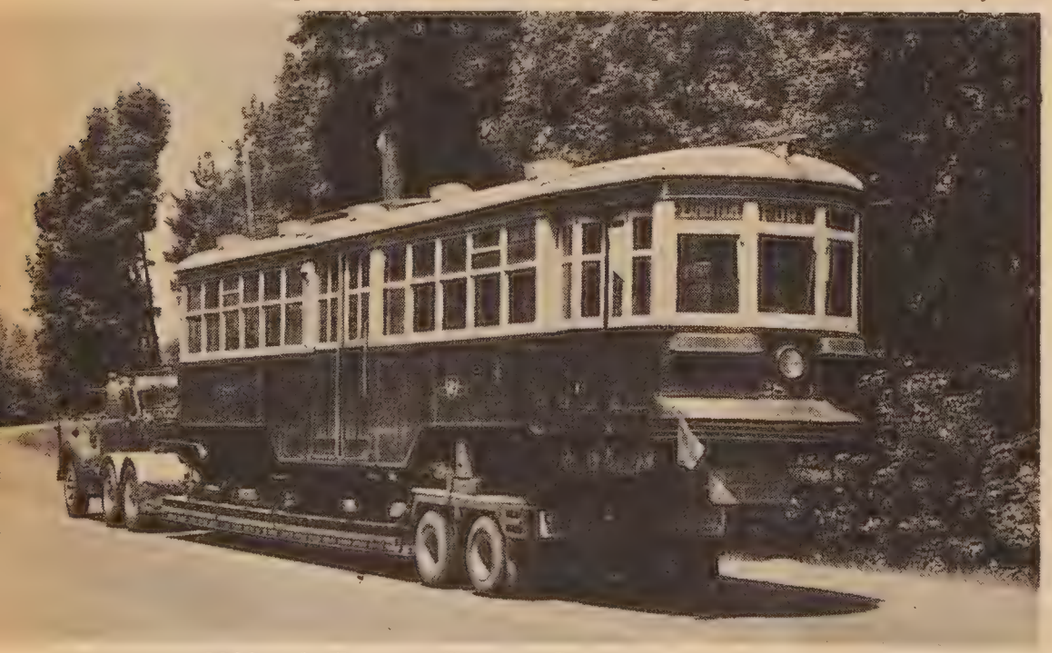
EL PASO trolley line, the international route to Juarez, will be converted to buses if Juarez city authorities, who asked for the change, consent to higher fares. Present fare between the Mexican side and El Paso is less than two cents.

Down in Mexico, the last remnant of Puebla's trolley line has been abandoned, writes Luis L. Torrealba, Panama 705, Mexico City. The 3-mile freight service was all that had remained of a passenger line which once saw trolleys run between Puebla and Cholula. In about 1943 these were abandoned, but rail freight continued to serve a cement plant. Now the National Railways of Mexico have put a spur into the plant, ending the need for service by the F. C. Industrial de Puebla.

HIGHEST bridge over which trolleys ever ran was the one spanning the Hudson River at Poughkeepsie, N.Y., according to Charles Benjamin, 102 Innis Ave. in that city. Trolleys of the New Paltz-Walkill Valley Railroad began running in 1897 between New Paltz and Highland, N.Y., where the west end of the bridge is located, and from that point they were pulled across the bridge by steam locomotives—until a ferry service was inaugurated. The bridge is 210 feet above the water, much higher than the famed trestle on the Fort Dodge line in Iowa; higher, too, than San Francisco bridges. The trolley line was discontinued in 1925.

COPENHAGEN, Denmark, is celebrating 100 years of streetcar service as this magazine hits the news-stands. According to Henry R. Korman, 2640 Garfield St., Longview, Wash., local transportation started with horse omnibuses in 1841, then came trams drawn on rails by horses in December, 1863. Nearly two years later the city had its first steam tram line, in 1896 an experimental gas motor tram, and in '97 a battery tram. Copenhagen trolley service began August 1, 1901. Today the city is operating 780 trolleys, 236 buses, and 13 trolley buses.

FINE-LOOKING souvenir glass tumblers in 10-ounce size, with authentic designs of cars of the Halton County Museum in Ontario, are sold at 65¢ each, reduced rate for larger numbers, by Ontario Electric Railway Historical Asso., Box 121, Scarborough, Ont., Canada. Send 65c international postal money order or U.S. check for $1.



**Witt car 2890 of Toronto Transit Commission is being delivered to the Ontario Electric Railway Association's property at Rockwood, Ontario, Canada.**
Photo by Neil McCarten (OEHRA, Box 121, Scarborough, Ont., Canada)

## New Electric Publications

Readers interested in James Holden's "Subways of the World" (page 16) will probably want the 1963 edition of LONDON TRANSPORT RAILWAYS, 72 pages, 3x5", wich carries a complete roster of present rolling stock of London subway systems plus numerous photos of equipment and a discussion of various types of cars, also a few steam engines. Available at $1 from Sportshelf, P. O. Box 634, New Rochelle, N.Y.

TRAMCARS, by J. H. Price, 64 pages, 5x8", excellent paper, hard covers, describes the many tramcars preserved in British railway museums, with a picture and short historical sketch of each, priced at 6 shillings, sent by international postal money order to Ian Allen Publications, Craven House, Hampton Court, East Molesey, Surrey, England.

ROCHESTER, LOCKPORT & BUFFALO RR. 1908-'31), 84 pages, 8½x11", illustrated, is sold by author, Wm. R. Gordon, 811 Garson Ave., Rochester 9, N.Y., at $2.50 per copy. It features one of the many interurban lines that ran out of Rochester, eventually using the then-new city subway for downtown service. This history" has no chronological narration but is like a scrapbook of news clippings, miscellany, and many photos. Even so, it is interesting and informative.

Modern reprints of rare old traction timetables are being sold, in some cases with no marking to distinguished them from valuable originals which they resemble, when only an expert can spot the difference. There is always a chance that exact copies may be passed off as originals, maybe purposely, maybe unintentionally when resold at a later date. We'd like readers to tell us how they feel about the ethics of making and selling such reprints.

Recently we were offered, at a high price, an original of a rare old interurban timetable. We did not buy because we already had an exact copy of it (a reprint but not marked as such).

Reprint of a 1910 Milwaukee Northern timetable is included with the 1963 edition of ELECTRIC TRACTION QUARTERLY, a 32-page illustrated bulletin featuring articles on the MN, the Pittsburgh (Okla.) County Ry., and open trolleys. Subscription (4 issues per year) costs $4 from James D. aJhnson, Box 594, Wheaton, Illinois.

Another tt. reprint comes from T. C. Phillips, 1206 N. Tamarino St., Los Angeles 38, Calif., who makes available new copies of July, 1911, PACIFIC ELECTRIC RY. system schedule of 48 pages. Exactly like the original in every detail, including paper, Mr. Phillips says there is this slight difference: the originals had covers coated with a very thin layer of protective wax. The 1911 issues were distributed in small boxes hung on utility poles along the RE right-of-way, from which a rider could take a copy at any time.

Reproductions of a LAKE SHORE ELECTRIC RY. timetable of June 21, 1906, may be had at $1 each from Max E. Wilcox, 429 West Ave., Elyria, O. This small table carries a note saying it is a reprint.

A few copies of JERSEY SHORE & ANTES FORT (PA.) RY. are still available at $1 each from the author, Gene Gordon, 1320 Line St., Sunbury, Pa. This unusual short story of a small central Pennsylvania town, with two trolley companies, contains some rare old photos.

Set of 6 fine color postcards of its trolleys and interurban cars may be bought for 30¢ from the Columbia Park & Southwestern Ry., 7100 Columbia Rd., Olmsted Falls, Ohio.

It's rather late to mention Christmas cards, but you can get some beauties from Light Railway Transport League, 245 Cricklewood Broadway, London SW 2, England. These include snow scene of a Vicinal tram near Charleroi, a Cologne tram in the snow, a night scene of a PCC car at The Hague, and an 8-axle Amsterdam streetcar. Fourteen cards of your selection sent by ordinary mail for $1, or 10 by airmail for $1. If paying by check, send 35¢ additional.

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To guard and protect our forests, fish and wild game. Wardens and Rangers are empowered to enforce the Conservation Laws and arrest violators. Positions of prestige and authority! Other exciting activities include supervising fire patrols and reforestation projects, banding wildfowel, inoculating wild game against disease, etc.–a never-ending campaign of protection for our great national resources.

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Full-time Conservation jobs are permanent. No layoffs because of slow business, never a worry about getting your pay check. And your whole future is secure. Stay with the Conservation Services, and a government pension assures you a good income for life. In the meantime, your living costs are low–easy to save money as in a city job! Investigate! Mail Coupon Today.

**HERE'S WHAT SOME OF OUR STUDENTS SAY:**

"I thought you'd like to know that I recently received my appointment as Park Ranger from the Department of Natural Resources. My work is part Forestry and part Management of a State Forest Recreation Area... I most certainly thank you." Rae E. Washburn Park Ranger

"I am expecting to be advanced (from job as Deputy) to full commission as State Game Warden. Any young man who wants an outdoor career should take your Course." Delbert Merz, State Game Service

"I have been appointed Conservation Officer for Alabama. Your course made this long-time ambition become a reality." R.L.K., Alabama

"Being a relatively new employee of the State Department of Fish and Game, and having been unable to complete a college education, I find your course very enlightening. It has been of value." J.K.D., New Mexico

**OPPORTUNITIES IN YOUR STATE?** Perhaps there is an opening right now not far from your home, or if you want to travel, watch for our announcement of openings.

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### Editor Field & Stream Likes Course

"You are to be congratulated on the comprehensive coverage you have given these subjects. We have started a series (in Field & Stream) which include profiles on the Game Warden, Park Ranger, Timber Cruiser, etc. This series complements your Forestry & Wildlife Course very nicely." Hugh Grey, Editor

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## The Mail Car

(Continued from page 10)

let, a gold tiara with a wolf's head, and other jewelry.

B&O's *Capital Limited* has re-instated its once-popular custom of serving "coffee on the house" at breakfast to all dining-car passengers.

Niagara Falls, N.Y., through the main streets of which New York Central trains ran for many years, has just completed a gigantic $40-million program rerouting trains around northern and eastern ends of the city and abolishing about 40 dangerous grade crossings, reports Bill Kessel, Hamburg, N.Y.

For our next issue (April, out Feb. 3) Sy Reich has prepared current locomotive rosters of B&M, the D&RGW, and Shortlines of the Southwest. Frank P. Donovan has written an informative and nostalgic article about passenger service entitled "One Night on a Southbound Limited." He will be No. 19 in our series of *Interesting Railfans.*

Writing *Interurban Interlude,* a book on the history of the old North Jersey Rapid Transit, for which he worked long ago, E. J. Quinby, 30 Blackburn Rd., Summit, N.J., wants to hear from other ex-employees of that system.

The ICC has fined 80 American railroads a total of $194,500 for nearly 800 violations of the Acts covering Safety Appliance, Hours of Service, Accident Reports, Signal Inspection, and Locomotive Inspection. Violations occurred between Jan. 1 and Dec. 31, 1962, the latest period for which the ICC has released records. The carriers fined heaviest were the SP, B&O, and C&NW. Among those with only one violation apiece were the C&O, CGW, GC&SF, CTW, KCS, IC, NH and SAL.

New York Central and the Flying Tiger Line announce the first joint rail-air freight service ever established. Shippers can use the facilities of both types of carriers as though they were dealing with a single integrated transportation company, thus eliminating a lot of paper work and other time-consuming details. Service is available initially to shippers in 33 communities in the Albany-Troy-Schenectady area served by the Central plus some 250 West Coast cities reached by FTL.

GM's Electro-Motive Division is now offering a two-year warranty or a quarter-million-mile warranty for diesel-electric locomotives, which is more than double the guarantee previously available in the locomotive industry. It became effective last October with the delivery of EMD's new GP-35 model.

In a bid for passenger business, Canadian National has boldly cut by more than half its transcontinental and western train fares, effective Oct. 27. Similar cuts had been a success in eastern Canada for some time. You can now make a 7,528-mile round trip from ocean to ocean by CNR for as little as $114 on what are known as "Red" bargain days. Meals are served free if you hold sleeping-car space. In addition, the *Super Continental* has been given specially redesigned equipment, with refreshment lounges even for coach passengers, and a 3-hour cut in its cross-country schedule. CPR also has slashed fares.

The 55-year-old trestle that carried Nevada County Narrow Gauge Railroad across Bear River, 10 miles east of Grass Valley, Calif., was dynamited into oblivion the other day to make way for an irrigation project, reports William Charpentier, Jr. Orginally California's highest bridge, it hadn't been used since the summer of 1942. ●


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Consider this fact. In the short time it takes you to read this page 1,100 accidents will take place. Over 440,000 will occur before this day ends. *These accidents must be investigated.* The law demands it. Yet in 4 out of 5 cities, towns and rural communities, no one has been trained for this vital work.

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Step into this fast-moving Accident Investigation field. *Already* hundreds of men we have trained are making big money. Joe Miller earned $14,768 his first year. A. J. Allen earned over $2,000 in ten weeks. Robert Meier says "I'm now earning $7.50 to $15.00 an hour in my own business.. Universal's course is wonderful."

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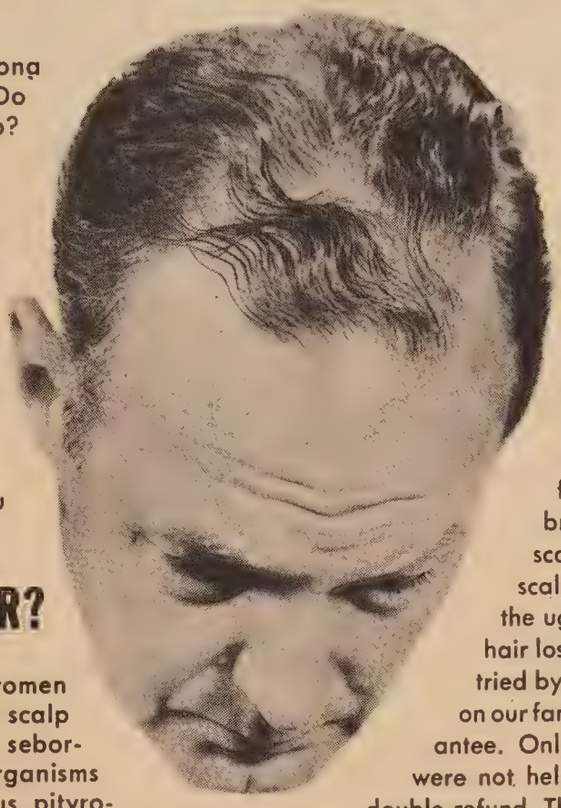
# IS YOUR HAIR GROWING OR GOING?

Stand in front of a mirror. Take a long hard look at the top of your head. Do you have as much hair as one year ago? Do you see any new hair growth?

If your answer is no, it is important that you take steps today to save the hair you now have. If you act now, you may be able to reverse the trend on your head. You may be able to grow new hair faster than it is falling out. Doesn't that make sense to you? Wouldn't you like to look in the mirror a year from now and see more hair on your head than you see now? Why lose your hair if you don't have to?



## CAN YOU SAVE YOUR HAIR?

Every year thousands of men and women go bald — needlessly — because of a scalp infection. This scalp infection is called seborrhea. Doctors say that three germ organisms cause seborrhea: staphyloccocus albus, pityrosporum ovale, and microbacillus. These germs attack the sebacious glands and the hair follicles themselves. If not checked, permament damage is done. The hair follicles atrophy, lose their ability to produce new hairs. The result: premature baldness.

You can easily tell if you are a victim of seborrhea. If you have itchy scalp, dandruff, hair loss, very dry or oily scalp, the chances are that you have seborrhea. Neglect these symptoms and you invite baldness.

Treat your scalp to Ward's Formula. This amazing scalp medicine quickly controls seborrhea and stops the hair loss it causes.

### Here's the Proof!

I must admit I didn't have much faith in it, but I hadn't been using Ward's one week before I could see it was helping me. I could feel my hair getting thicker.
*E. K., Cleveland, Ohio*

Out of all the Hair Experts I went to, I've gotten the *most* help from one bottle of Ward's Formula.
*C. La M., Philadelphia, Pa.*

After using Ward's for only 12 days, my hair has stopped falling out.
*R. W. C., Cicero, Ill.*

I am tickled to death with the results. In just two weeks' time—*no dandruff!* *W. T. W., Portola, Cal.*

I feel encouraged to say that the infuriating scalp itch which has bothered me for 5 years is now gone.
*J. M. K., Columbus, Ohio*

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither the Ward treatment nor any other treatment is effective.

## DOUBLE MONEY BACK GUARANTEE

In seconds, Ward's Formula kills the three parasitic germ organisms retarding normal hair growth. This swift germicidal action has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. In brief Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 550,000 men and women on our famous Double-Your-Money-Back Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance.

Why not join the men and women who have successfully ended their troubles? Treat your scalp with Ward's Formula. *Try it at our risk.* In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look thicker, more attractive, and alive. Your excessive hair loss must stop. You must be completely satisfied—in only 10 days—with the improved condition of your scalp and hair, or simply return the unused portion for Double Your Money Back. So why delay? Delay may cost your hair.

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☐ Enclosed find $2, send postpaid (check, cash, money order)
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# BOOKS of the Rails

**APEX OF THE ATLANTICS, by Frederick Westing, 167 pages, 9¾x7″, with 116 photos, 20 drawings, specification tables, and index, Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee 3, Wis., $6.95.**

Fred Westing is one of the dwindling number of technical writers who deal with steam power effectively. He worked in a Pennsy superintendent's office, then 14 years at Baldwin Locomotive plant, and is now with Franklin Institute library, Philadelphia. His writing career began with *Railroad Magazine* in 1934 and includes notable contributions to *Baldwin Locomotives,* the R&LHS *Bulletin, Modelmaker,* and *Trains.*

In the same year (1952) that we ran an illustrated feature on by Westing "Acme of the Atlantics" our friend David P. Morgan had a dramatic account of the Lindbergh Special of June 11, 1927, in *Trains & Travel.* Textually and pictorially, Fred's book is a major expansion of his *Railroad* article while its best chapter is a reprint of Dave's "Lindy" story. Dave also wrote an introduction setting the pace for the book's 14 chapters.

Baldwin built the very first Atlantics in 1894, for the Atlantic Coast Line (hence the name), adapting them from a 4-4-0 design by lengthening the boiler and "placing the firebox entirely behind Pennsy, the 4-4-2 really set speed records. It's all here, the history and performance of Atlantics and some of the driving wheels and over a pair of small-diameter trailing wheels." But on the Pennsy and Reading, especially the men who created and ran them, told reliably and in detail, with test-plant documentation and many good photos. (See page 14.) We can get esthetic pleasure from "*Apex,*" even in the dark, by feeling the oval reproduction of an E6s builder's plate, Juanita Shops No. 2860, embossed into the stiff Tuscan-red cover.

**THE TWILIGHT OF STEAM LOCOMOTIVES, by Ron Ziel, 208 pages, 8½x11″, 275 photographs (some of them in color), Grosset & Dunlap, Inc., 1107 Broadway, New York 10, N.Y., $5.95.**

Photographically, this book is the most outstanding one-man show we have ever seen in railroad literature. We call it a "one-man show" because the author toured over 55,000 miles in 47 states, Canada, and Mexico to ferret out steam power, often just a step ahead of the scrapping torch, and he made 273 of the 275 camera studies which illustrate *The Twilight of Steam Locomotives,* a unique record.

Ron Ziel is also an artist. As a graduate of Pratt Institute majoring in advertising design, he did his own layouts for the book—good ones, too!—besides writing the text matter, captions, and dramatic chapter titles such as "Mechanical Splendor," "Heritage of Steam," "Forlorn and Forgotten," "The Last Roundhouse," "Monuments and Museums," and so on.

Still another distinction: *Twilight* is the only hard-cover railroad book we know of that boasts color-photos. But what really captivates us is the variety, the nostalgia and sheer beauty that Ziel puts into engine pictures. It is hard to pick favorites from so much excellence. Possibly the most eye-catching shot of all is the one on page 109 showing a Reader Railroad 2-6-2 in deep shadowy woods and reflected in a trackside brook.

*Twilight* brings back the fading romance of the Steam Age. Grosset & Dunlap purposely made it the same size as Freeman Hubbard's *Great Trains of All Time* so that these companion pieces could stand on railroad book shelves side by side. When G&D published Hubbard's work a little over a year ago they pegged its price at $4.95, but increasing costs and especially the large number of fine engravings pushed Ziel's book up to $5.95.

**FAMOUS LOCOMOTIVES OF THE WORLD, by Hamilton, 143 pages, 5x7½″, illustrated, F. Muller Ltd., distributed by Sportshelf, P.O. Box 634, New Rochelle, N.Y., $3.25.**

Although this authoritative little book deals mostly with Great Britain, it covers to some extent the entire globe and is written in such a way as to delight steam fans. Its comment, "America's railroads sold out to General Motors," backs up an editorial we published some time ago. Other recent volumes in the "Famous" series (same size, same publisher, well illustrated, same price) are *Famous Bridges and Tunnels of the World,* by H. A. Hartley, and *Famous Waterways of the World,* by Keith Bean.

**JAMES WATT, by L. T. C. Rolt, 144 pages, 5½x8½″, illustrated, indexed, Arco Publishing Co., 480 Lexington Ave., New York 17, N.Y., $3.95.**

Contrary to popular belief, Watt did not invent the steam engine. The real inventor was Thomas Newcommen. But Watt did so much to develop it that he, and not Newcommen, achieved greatness by fathering the Industrial Revolution and making the railway locomotive possible. Richard Trevithick built the first full-size locomotive. But that was after Wm. Murdock, an employee of Watt, had built a small model of a "steam carriage" and given it a trial run in the churchyard near his home at Redrush, England, terrifying a local parson, Rolt's biography is well researched and ably written.

**SHAYS ON THE SWITCHBACKS: *History of the Narrow Gauge Lenora, Mt. Sickler Ry.,* by Elwood White and David Wilkie, 40 pages, 6x8¾″, British Columbia Railway Historical Asso., P.O. Box 114, Victoria, B.C., Canada, $1 (add 25¢ to any U.S. personal check).**

Book opens with these words: "Of the myriad mining railroads buil around the turn of the century few could match the Lenora, Mt. Sicker in

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| 50 to 54 | 2.50 | 7.25 | 14.25 | 27.40 |
| 55 to 59 | 3.00 | 8.70 | 17.10 | 32.85 |
| 60 to 64 | 3.50 | 10.15 | 19.95 | 38.35 |
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| FIRST NAME • MIDDLE NAME • LAST NAME | DATE OF BIRTH MO. DAY YR. | HEIGHT | WEIGHT | SEX |
|---|---|---|---|---|
| 1. | | | | |
| 2. | | | | |
| 3. | | | | |
| 4. | | | | |
| 5. | | | | |

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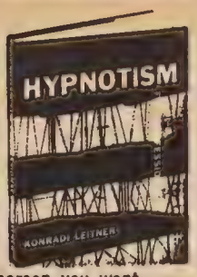


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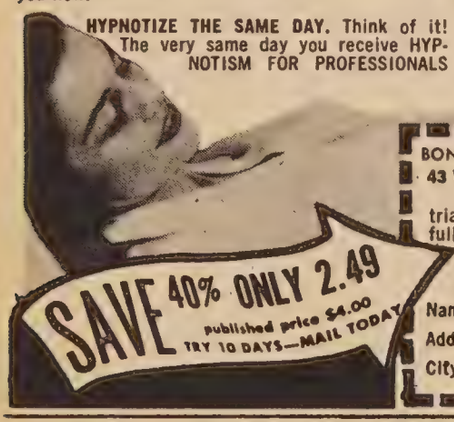

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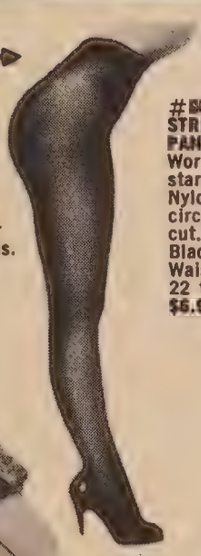

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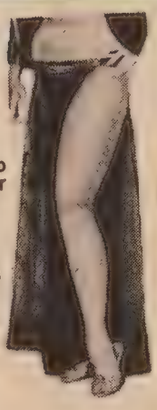

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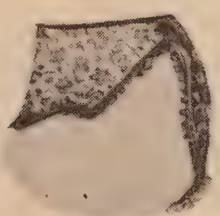
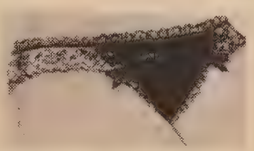


**#33 FOLIES BERGERE**
Brief G-string panty. Nylon Lace over sheer Nylon . . . lacy trim. In All-Black or Red with Black Lace. Waist sizes: 22 to 30 inches. **$2.98**
**Special—2 pairs $5.50**

**#10 LA PARISIENNE**
Everyone has a favorite . . . This is sure to be hers! Nylon Lace slit side panties in all Black, or Flamingo Red with Black Lace. Waist sizes 22 to 30. **$3.98**



**#43 SECRET LOVE**
The Bikini with the desire to please. Ever so brief—bold and bewitching. Designed for the gal who likes plenty of action, with the feel of luxury. In rich Lace and Nylon. All Black or Red with Black Lace. Sizes: Small, Medium or Large. **$3.98**

**#563**

**#563 "LOLITA"**
**. . . Two-Piece Baby Doll.**
Sheerest Nylon with ruffles and bows give a "little girl" look to pretty big girls! A favorite for gifts! In Black or Red. Sizes 30 to 38. A buy at only **6.98**

**"SCANTIE PANTIES"**
**(The Barest Necessity)**

#350 Scandalously brief panties, expertly tailored of sheerest 100% Nylon with contoured French shadow panel. Perfect for posing, stage or street wear. Black, Red, White, Pink or Blue. Small, medium, large. (Give hip measurement for perfect fit.) Terrific gift set. **THREE PAIRS . . . ONLY $3.98**

**#350**

**#105 "PIGALLE"**
French style half bra for perfect uplift. In black satin. Sizes 32 to 38, A or B . . **$4.98**

**#250 "MONTMARTE"**
Black satin garter belt with 6 garters for opera length hose. Waist sizes 22 to 30. **Lili original . . . $4.98**

**#26 "BLACK DIAMOND" Hip-Length Opera Hose.** Exotic sheer 15 denier Nylon with slim seam; hard-to-find! Sizes 9 to 11. Black only . . . **$5.98**

**#50 "ILLUSION"**
Luxurious! Worn by Lili in her personal appearances. Yards and yards of sheerest Nylon - draped to reveal and conceal. Lace yoke . . . full sleeves edged with lace. White or Black; Also Red with Black Lace. Sizes 32 to 38 . . . **$19.98**

**LILI ST. CYR,**
**Dept. 2093, 6311 Yucca St., Hollywood 28, Calif.**

Heavenly styles created for Hollywood's top models, actresses, and glamour girls. Perfect for dress, stage or photography. Gifts for that certain wonderful someone

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Please rush me the following items, for which I have enclosed:
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☐ Send C.O.D. (I enclose 25% of total payment & will pay postman balance)

| HOW MANY | ARTICLE | STYLE # | SIZE | COLOR CHOICE FIRST | COLOR CHOICE SECOND | PRICE |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | TOTAL | |

Bust _____ Cup Size _____ Hip _____ Waist _____ Height _____

NAME _____

ADDRESS _____

CITY AND ZONE _____ STATE _____

# Shortlines of New York State

## Locomotive roster compiled by Sy Reich

**Arcade & Attica Railroad**

| RR Class | No. | Wh. Agt. | Cyls. | Dri. | BP | Weight | Tr. Eff. | Builder | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| — | 18 | 2-8-0 | 18x24 | 44 | 175 | 144,000 | 28,400 | Cooke | 1920 | 1 |

| RR Class | Road Nos. | HP | Bldr. | Model | Wh. Agt. | Tr. Eff. | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| — | 110-111 | 380 | GE | 44-ton | B-B | 26,400 | 88,000 | 1941, 7 | |

**Bath & Hammondsport Railroad**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| — | D-1 | 400 | GE | 44-ton | B-B | 26,400 | 89,000 | 1949 |
| — | D-2 | 200 | Ply. | JDT 25-ton | B | 15,000 | 51,000 | 1959 |

**Brooklyn Eastern District Terminal**

| RR Class | Nos. | Wh. Agt. | Cyls | Dri. | BP | Weight | Tr. Eff. | Builder | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| — | 13-16 | 0-6-0T | 18x24 | 40 | 180 | 128,000 | 25,865 | Porter | 1917-23 | 2 |

| RR Class | Road Nos. | HP | Builder | Model | Wh. Agt. | Tr. Eff. | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| — | 21 | 660 | Alco-GE | S1 | B-B | 59,700 | 198,000 | 1947 | 3 |

**Buffalo Creek Railroad**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| — | 43 | 660 | Alco-GE | S1 | B-B | 34,000 | 198,000 | 1940 | |
| — | 44-47 | 1000 | Alco-GE | S2 | B-B | 50,000 | 230,000 | 1947-8 | |
| — | 48-50 | 1000 | Alco-Ge | S2 | B-B | 50,000 | 230,000 | 1945 | 4 |

**Bush Terminal Railroad**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| — | 1-7 | 300 | GEIR | 55-ton | B-B | 22,500 | 110,000 | 1931 | |
| — | 88 | ? | GE | ? | B-B | ? | ? | ? | |

One other unit; specifications unknown to us.

**Central Vermont Railway**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| MS-10a | 8093-8095 | 1000 | Alco-GE | S2 | B-B | 34,000 | 230,000 | 1941-2 | 20 |
| MS-10b | 8162 | 1000 | Alco-GE | S4 | B-B | 34,000 | 234,000 | 1951 | 21 |
| MS-10d | 8026-8027 | 1000 | Alco-GE | S4 | B-B | 34,000 | 230,000 | 1953 | 22 |
| MS-10j | 8080-8081 | 1000 | Alco | S4 | B-B | 34,000 | 232,000 | 1955 | |
| GR-12c | 1500-1503 | 1200 | GM-EMD | SW1200 | B-B | 40,000 | 248,000 | 1955 | 23 |
| GR-12j | 1509-1510 | 1200 | GM-EMD | SW1200 | B-B | 40,000 | 247,000 | 1957 | 24 |
| GR-12za | 1511 | 1200 | GM-EMD | SW1200 | B-B | 40,000 | 247,000 | 1960 | |
| GR-17j | 4547-4557 | 1750 | GM-EMD | GP9 | B-B | 44,000 | 245,000 | 1957 | |
| GRG-17k | 4923-4927 | 1750 | GM-EMD | GP9 | B-B | 44,000 | 251,000 | 1957 | |
| GRG-17s | 4928-4929 | 1750 | GM-EMD | GP9 | B-B | 33,000 | 252,000 | 1958 | |
| MRG-16c | 3900-3901 | 1600 | Alco | RS-3 | B-B | 47,000 | 249,000 | 1954 | 25 |

**Dansville & Mount Morris Railroad**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| — | 1 | 300 | GE | 44-ton | B-B | 26,400 | 88,000 | 1956 |

**Greenwich & Johnsonville Railway**

Owns no locomotives. Uses Delaware & Hudson motive power.


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# They Didn't Get the Railroad

by Stewart Holbrook

in The (Portland) Oregonian

THE SHADOWS grew longer. It was afternoon, late afternoon, in New England, and the old men who sat endlessly in the crossroads stores wondered aloud to each other: Why didn't their village get the railroad?

Fitchburg got the cars, didn't they? And look at her now! Growing like a weed, Mister. Yes, sir, and look at Waltham, she got the cars, too, and now they got a watch factory as big as all outdoors.

The shadows grew longer, and the old men at the crossroads talked on without end, talked for months and years, calculating time, warning of the growing dusk, crying night. Why didn't their village get the railroad?

Once upon a time it had been enough if a town was a station on the Old Post Road. That meant a tavern and a mighty big stable, too. Perhaps three taverns. But no longer. You had to have the railroad, either in hand or coming soon.

These ancient men at the crossroads realized that the old order was passing. In the backwashes of New England the passing of that old order was seen more plainly than elsewhere, for here was infinitely less to distract attention.

You could see that these old fellows had become tragically few. They talked on, and they were listened to. Had they not seen with their own eyes. Colonel Ethan Allen, or shaken hands with Paul Revere, or even George Washington? God save us, you listened to such men, for they came from a world as far removed from the present, for all practical purposes, as the times of Mordecai. They were believed somehow to have a wisdom not given to other sons of men.

(In the name of Great Jehovah and the Continental Congress they had performed prodigies. They had told the King's Men, in their day, that if anybody wanted a war, then let it begin here and now. They had known, too, that if they did not beat the Redcoats, then Molly Stark would sleep a widow.)

Aye, you listened to such men as these, sitting with their canes in the crossroads stores, while a bluebottle fly beat again and again on the dusty win-

**Four years ago: Union Pacific 4-6-6-4 No. 3708, with freight extra, takes siding at Archer, Wyoming, for a fast freight.**
Cornelius W. Hauch, 5915 Miami Ave., Cincinnati 43, Ohio

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*WITH 2 TINY CAPSULES A DAY!*

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City_____ Zone ____ State_____


**Fonda, Johnstown & Gloversville Railroad**

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| — | 20-21 | 1000 | Alco-GE | S2 | B-B | 69,000 | 230,000 | 1945-6 | | |
| — | 30 | 380 | GE | 44-ton | B-B | 26,400 | 88,000 | 1941 | 5 | |

**Genessee & Wyoming Railroad**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| — | 20-22 | 500 | GE | 80-ton | B-B | 48,000 | 160,000 | 1944-5 | 6 |
| — | 25, 30 | 1000 | Alco-GE, Alco Pr. | RS-1 | B-B | 72,000 | 240,000 | 1952, 5 | |
| — | 35 | 1000 | Alco Pr. | S4 | B-B | 69,000 | 230,000 | 1958 | |

**Lake Champlain & Moriah Railroad**
Owns one locomotive; specifications unknown to us.

**Lehigh & Hudson River Railway**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| — | 1-13 | 1600 | Alco-GE | RS-3 | B-B | 52,500 | 240,000 | 1950-1 | |

**Lowville & Beaver River Railroad**
Owns two locomotives; specifications unknown to us.

**Massena Terminal Railroad**
Owns two locomotives; specifications unknown to us.

**Middletown & New Jersey Railway**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| — | 1 | 380 | GE | 44-ton | B-B | 26,400 | 88,000 | 1946 | 7 |

| RR Class | Nos. | Wh. Agt. | Cyls. | Dri. | BP | Weight | Tr. Eff. | Builder | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| — | 103 | 2-6-2 | 15x20 | 44 | 200 | 89,000 | 16,500 | Baldwin | 1925 | 8 |

**Napierville Junction Railway**

| RR Class | Road Nos. | HP | Builder | Model | Wh. Agt. | Tr. Eff. | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| DERS-60 | 4050-4051 | 1500 | Alco-GE | RS-2 | B-B | 60,000 | 246,400 | 1950 | |

**New Jersey & New York Railroad**
Owns no equipment. Uses Erie-Lackawanna locomotives.

**New York Connecting Railroad**
Owns no equipment. Uses N.Y., New Haven & Hartford locomotives.

**New York Dock Railway**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| — | 51-55 | 400 | GE | 50-ton | B-B | 31,050 | 103,500 | 1951 | 9 |

**Niagara Junction Railway**
Owns nine locomotives; specifications unknown to us.

**Norwood & St. Lawrence Railroad**
Owns two locomotives; specifications unknown to us.

**Skaneateles Short Line Railroad**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| — | 6 | 400 | GE | 44-ton | B-B | 26,400 | 88,000 | 1950 |
| — | 7 | 300 | GE | 45-ton | B-B | 27,000 | 90,000 | 1959 |

dow, and outside a horse stamped at the hitching post. Some of these fellows had mellowed since Yorktown; others had merely dried and toughened, and the latter spat at the cold box-stove and said they would be damned if they lift a finger to get the railroad.

What did the steamcars do, save to set fire to barns and fields with their hellish sparks and wound or kill man and beast? Well, for one thing they were carrying away the younger generations of Yankees—man and maid together—to ungodly places called Oregon and Ioway and Californy. And let them go. They were a poor lot anyhow, who had deserted the ways of their fathers.

Consider how the fine old stagecoach towns were mouldering even while you watched. The railroads were to blame. Every stray wolf seen or killed or merely rumored was evidence—wasn't it?—that the packs were returning from the Far North, where they had been driven in your grandfather's day. Every abandoned hill farm in six states showed that the wilderness was returning and Chaos and Old Night were riding the wilderness.

Dust blew in the open window. An unheard wind flutterd the leaves on the great old elms; and on the wind came the godless chatter of a patent mowing machine, a device direct from the Pit, which a few thoughtless men called an improvement over the honest hand scythe.

Indeed, cried the old men, the shadows were getting longer and darker. It was not noon any longer. Maybe it was night. Should the clock strike again, it might well strike thirteen. Time, sir, was running out.

The once bright clapboards on the old stage taverns weathered, then started to molt like Plymouth Rocks in autumn, while moss climbed the shingled roofs from eaves to ridgepole, where a bent and mangled weathervane pointed straight down to hell.

The crossroads stores hung on a while longer, though they faded by the year; and around their stoves, summer and winter, newer old men talked on; while on the shelves mice nested and brought forth their young, and the spots of flies grew so thick they were no longer distinguishable from the paint, which had last been applied in the year John Quincy Adams died, and may God rest that great man's noble if puckered soul.

Never again did it matter much who had the railroad, and who did not. The Iron Horse was no match for the horseless carriage. Of infinitely greater importance, in the new age of tourism, was a fell-kept old tavern dating from colonial times, a graceful church with spire, and a handsome village green complete with elms and a bronze cannon that bore the ordnance markings of George III . . . Welcome to tourists. ●

### Port Authority Trans Hudson

| Class | Road Nos. | HP | Bldr. | Date | Lgth. | Width | Hght. | Wght. | Motors | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| A | 200-209 | 320 | Pr. S. | 1907 | ? | ? | ? | ? | ? | 15 |
| A | 210-249 | 320 | ACF | 1907 | ? | | ? | ? | ? | 15 |
| B | 250-339 | 320 | Pr. S. | 1909 | 48'-2" | 8'-10¼" | 11'-8 7/16" | 69,620 | 2GE76 | 16 |
| C | 340-389 | 320 | ACF | 1910 | 48'-2" | 8'-10¼" | 11'-8 7/16" | 69,620 | 2GE76 | 17 |
| D | 701-736 | 450 | Pr. S. | 1911 | 48'-0" | 8'-10½" | 11'-8½" | 73,000 | 2GE212 | 15 |
| E | 401-425 | 240 | ACF | 1921 | 51'-0" | 8'-10½" | 11'-8 7/16" | 74,000 | 2GE76 | |
| F | 426-450 | 240 | ACF | 1922 | 51'-0" | 8'-10½" | 11'-8 7/16" | 74,000 | 2GE76 | |
| G | 451-475 | 240 | ACF | 1923 | 51'-0" | 8'-10½" | 11'-8 7/16" | 74,000 | 2GE259 | 18 |
| H | 801-804 | 450 | ACF | 1927 | 48'-0" | 8'-10½" | 11'-8½" | 79,400 | 2GE212 | 15 |
| J | 501-520 | 320 | ACF | 1928 | 51'-0" | 8'-10½" | 11'-8 7/16" | 79,200 | 2GE259 | 19 |
| K | 1230-1249 | 400 | St. L. | 1958 | ? | ? | ? | ? | 4GE1210 | |

### Rutland Railway

| RR Class | Road Nos. | HP | Bldr. | Model | Wh. Agt. | Tr. Eff. | Wght. | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| DRS-6a | 200-201 | 1600 | Alco-GE | RS-3 | B-B | 62,000 | 249,000 | 1950-1 | 26 |
| DRS-6b | 202-204 | 1600 | Alco-GE | RS-3 | B-B | 62,000 | 247,600 | 1951 | 26 |
| DRS-6c | 205-208 | 1600 | Alco-GE | RS-3 | B-B | 62,000 | 246,000 | 1952 | 26 |
| DRS-1 | 401-405 | 1000 | Alco-GE | RS-1 | B-B | 72,000 | 242,400 | 1951 | 10 |
| DES-2 | 500 | 600 | GE | 70-ton | B-B | 41,300 | 137,600 | 1951 | 27 |

### South Brooklyn Railway

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| — | 20008 | 600 | GE | 70-ton | B-B | 41,280 | 137,600 | 1948 | 11 |
| — | 20009 | 600 | GE | 70-ton | B-B | 41,280 | 137,600 | 1946 | 12 |

### South Buffalo Railway

Owns 49 locomotives; specifications unknown to us.

### Southern New York Railway

Own two locomotives; specifications unknown to us.

### Staten Island Rapid Transit Railway

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| SA-3 | 9026-9032 | 1000 | Alco-GE | S2 | B-B | 33,700 | 230,000 | 1943-4 | 13 |
| SG-1 | 8800 | 400 | GE | 65-ton | B-B | 32,775 | 131,100 | 1943 | 14 |

### Troy Union Railroad

Owns no equipment. Uses New York Central locomotives.

### Wellsville, Addison & Galeton Railroad

Owns seven locomotives; specifications unknown to us.

Roster is accurate as of second quarter, 1963. For roster purposes, "shortline" is defined as a common carrier railroad listed in either Official Guide or Pocket List of Railroad Officials and having route mileage of less than 400.

This roster is based on data from presidents of A&A, B&H, and L&H; master mechanic of BEDT; superintendents of BC and SIRT; general managers of M&MM, FJ&B, G&W, and SSL; general supt. of G&J; secretary of M&NJ; treasurer of NYD; informa- officer of Port of N.Y. Authority; vice pres. of SB; div. supt. of Mohawk & St. Lawrence Div. of NYC, and Director of Ministerio de Transportes, Empresa Consolidada Ferrocarriles Nacionales of Republica de Cuba.

Abbreviations: Wh. Agt., wheel arrangement; cyls., cylinder dimensions in inches; Dri., diameter of driving wheels in inches; BP, boiler pressure in lbs. per sq. inch; Tr. Eff. tractive effort in pounds; GE, General Electric; Alco, American Locomotive Co.; GEIR, Gen. Elec.-Ingersoll Rand; GM-EMD, General Motors-Electro Motive Div.; Alco Pr., Alco Products; Ply., Plymouth; Pr. S., Pressed Steel; ACF, American Car & Foundry; St. L., St. Louis Car Co.

(1) Originally owned by Charcoal Iron Co. of America, then by Newberry Lumber & Chemical Co., then Boyne City RR. as its No. 18.

(2) 14-16 second hand. (3) Ex-Union RR. 451.

(4) Ex-Delaware & Hudson 3002, 3006, 3005, bought in 1956.

(5) Ex-Washington & Old Dominion, bought in 1950.

(6) 20 sold to B. M. Weiss Co. 2/14/62; possibly used on Kinzua Dam project.

(7) Ex-Middletown & Unionville 1, inherited by M&NJ after reorganization in 1947.

(8) Ex-Sumper & Choctaw 103, leased from Empire State RR. Museum.

(9) 53 sold to Cubana Ry. 10/56, renumbered 17.

(10) 400 sold to Tennessee RR., renumbered 4.

(11) Originally Grafton & Upton 12, then Claremont & Concord 12, then South Brooklyn Ry. 12.

(12) Originally Saratoga & Schuylerville 11, then Claremont & Concord 11, then Montpelier & Barre 23, then Hoosac Tunnel & Wilmington 23, then South Brooklyn Ry. 13.

(13) Ex-482-489, class DS-5A.

(14) Ex 194, class DS-7G; sold to Manufacturer's Equipment Co. (15) All scrapped.

(15) All scrapped.

(16) The following class B cars have been scrapped: 250, 255, 260, 262, 266, 267, 271, 273, 275, 277, 282, 283, 288, 290, 299, 300, 304, 313, 318, 319, 321, 325, 329, 333, 336, 279.

(17) Class C cars scrapped: 340, 345, 352, 355, 357, 358, 361, 366, 370, 374, 375, 379, 380, 384, 385, 386.

(18) No. 467, class G car, scrapped.

(19) No. 508, class J car, scrapped.

(20) Originally 7917-7919, renumbered 8093-8095 in 1956.

(21) Originally 8015, renumbered 8162 in 1956.

(22) 8026 scrapped in 1959.

(23) 1500-1503 originally 1505-1508, renumbered 1200-1203 in 1956, then 1500-1503 in 1957.

(24) Originally 1269-1270, renumbered 1509-1510 in 1958.

(25) Originally 1859-1860, renumbered 3900-3901 in 1956. Now assigned to Canadian National Railways.

(26) 200-208 sold to Louisville & Nashville, renumbered 256-264.

(27) 500 sold to Clarendon & Pittsford, not renumbered. ●


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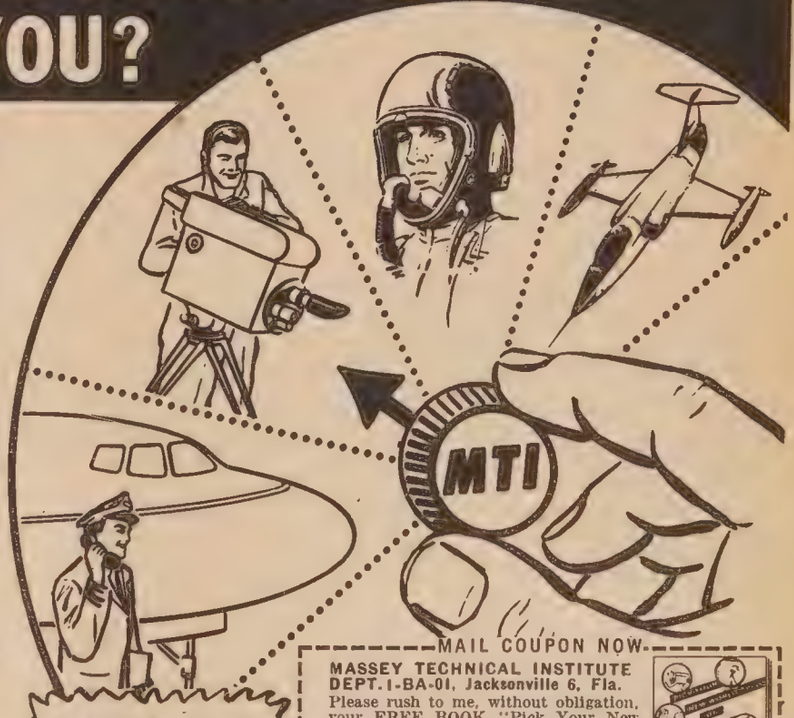


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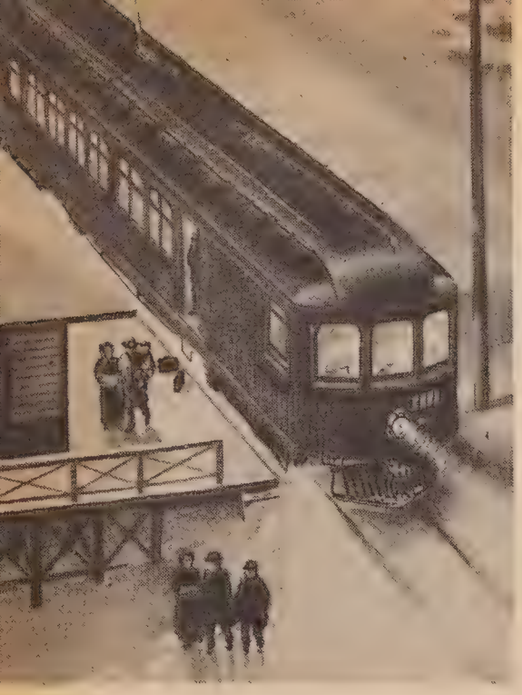
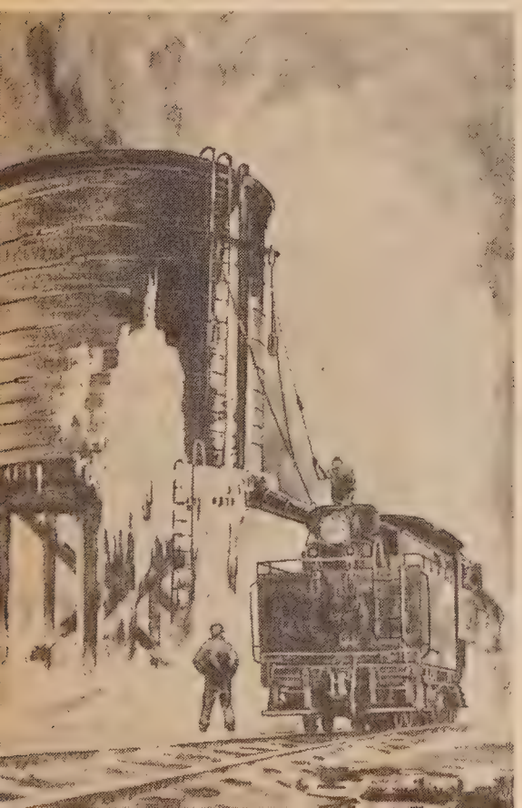


"Oregon Interurban," "Devil's Lake, Wisconsin," and "Cascades of Ice," Christmas cards by Railway Classics.



# RAILROAD HOBBY CLUB

by Sy Reich

AN OLD Rock Island eight-wheeler, No. 12, will continue to rust in peace in her watery grave in the Cimarron River near Kingfisher, Okla., where she has been since she plunged through a flood-weakened wooden bridge before daylight on September 18, 1906 (almost the very day our magazine hit the news-stands for the first time). Down with her went a baggage car, a mail car, and a coach, all en route from Forth Worth to Chicago. Three crew men were drowned. A 3-year-old boy passenger died two days later from pneumonia blamed on inhaling muddy river water.

Sy Reich

H. E. Cummins, a bridge-builder and railfan of Enid, Okla., wants to raise and exhibit the engine, but a district judge has ruled against it. No. 12 was last seen April 19, 1940, when the modern bridge now at that location was being repaired. C. H. Hardwick went into the cab at that time and removed the throttle and other parts. He said the 4-4-0 was wedged into bridge concrete under 9 feet of sand and water and, if removed, would seriously damage the bridge.

## Super-Speed Express

Would you like to see the super-express train that will run between Tokyo and Osaka, Japan, on the world's fastest and most modern railway, the Tokaido line? Japanese Government officials are considering the possibility of sending an electric locomotive and one coach, both from this train, for exhibition at the New York World's Fair that opens next April 22nd, but have not yet reached a decision.

Whether or not the *de luxe* equipment is actually shipped over here for display depends upon the amount of enthusiasm shown by Americans right now for this project. Readers interested in seeing the new train should say so in a letter or postcard addressed to *Japanese Exhibitors' Association for the New York World's Fair,* 11 West 42nd Street, Room 1142, New York 36, N. Y.

All letters and cards will be forwarded to Tokyo in support of the drive to get the high-speed train shown to the American public. The more mail the Association receives and the sooner they get it, the better your chances of seeing the train.

## The Steam Parade

Reader Railroad plans to continue steam operation all winter on a tri-weekly schedule. Souvenirs may be bought from Edward Turner, sales manager, Reader Railroad, Rte. 2, Box 165, Prescott, Ark. Beautiful action-shot postcard in color showing engine 11 (two other subjects available soon) costs 5¢ plus self-addressed stamped envelope. Cloth emblem 50¢ plus self addressed stamped envelope. Two silver-painted railroad spikes suitable for use as paperweight or desk ornament, cost 85¢ which includes mailing charge.

Vancouver Island has at least 40 old logging locomotives, most of them active, reports Joe Morley, Vancouver Island, Wellington, B.C., Canada.

The Reading's famous "Iron Horse Rambles" ended forever with a double-headed Authumn Leaf Special to West Milton, Pa., last October 19th. The company just can't afford to recondition its old T-1's for future service. Final run was a repeat of Oct. 12th trip, which was sold out 3 weeks in advance.

Two vintage steam locomotives are offered for sale at scrap prices by Abe Cooper, Watertown Surplus Co., Factory Square, Watertown, N. Y. One is an 0-4-0T (Vulcan 1918), ex Dexter & Northern No. 12, in good condition but minus bell, 41" drivers, about 40 tons, now housed at Dexter, N. Y., $400 to $500. The other is an Alco 2-6-0, ex Norwood & St. Lawrence 210, in poor condition, $600 to $700.

Steam locomotives exceed diesels on New Zealand Railways, according to Trevor Rankin (age 23), steam-diesel fireman on that system, c/o Mrs. R. Kerr, Chatham Rd., No. 4 R.D., Gore, New Zealand. Our correspondent will arrive in New York on March 30 for 6-month tour of U. S. and Canada. He wants to meet steam fans and enginemen in those two countries and asks that they write him beforehand, preferably by airmail. Will swap loco pix, tts., magazines, etc.

What is the builder's number of an old Shay logging locomotive, abandoned for many years on the shore of West Clearwater Lake, 30 miles northwest of Atikokan? This number is needed for the Shay's history. The engine herself, minus nameplate, has been hauled into town, rehabilitated, and put on display. There is reason to believe that fishermen from the Cleveland area removed its plate. Anyone knowing its whereabouts is urged to influence the collector to send the plate—or at least the serial number on it—by collect charges to E. Warren Peterson, Caland Ore Co. Ltd., Atikokan, Ont., Canada; no questions will be asked.

Steam loco prints are made from original Alco builder's negatives by Henry Ritchie, office of City Historian, City Hall, Schenectady, N.Y., at 65¢ each, not "about 30¢" as a reader told us for publication in our Oct. issue. A 75-page list of Alco negs. costs $3.

Chesapeake & Ohio celebrated Labor Day by giving No. 2756, a retired K-4 Kanawha-type steam engine, to the City of Newport News, Va. Railroad brotherhoods donated labor in laying temporary track and moving the old steamer to her final resting place on a concrete pedestal in Huntington Park. Built by Lima in 1947, she traveled nearly 400,000 miles in freight service. Since 1955, C&O has donated 16 steamers to museums and communities.

Ed Wojtas, associates editor of *The Rocket* (CRI&P), is back in Chicago after a steam locomotive tour of Mexico. "In Veracruz," he writes, "wife and I were eating breakfast when we met a group of 28 touring railfans led by John Vickers of Beaumont, Texas. Some belonged to Illini RR. Club, of which I am secretary-treasurer. One guy admitted being delinquent in his dues. I asked him to pay me then and there—and he did, in pesos equivalent to $1 dues. After that I collected from other delinquents and signed up several new members."

Researching on 4-4-0's for book publication, Jan Geysteen, 615 Walnut Ave., Scottdale, Pa., wants info., clippings, historic "firsts" on American types, and original photos. He writes, "All pix used will be published with credit line and acknowledged with a copy of the book."

Nickel Plate has just scrapped steamers 915 (2-8-0) and 969 (2-8-2) at Canton. Bob Bush, 1023 Colonial Blvd, Canton, O., has pix and slides of both, also slides of Berkshires on scrap line, and will answer readers' queries.

An ex-T&NO 4-6-0, now offered for sale at a scrap yard in New Iberia, La., is in poor condition and can be repaired, reports Tim Gautreaux, 1105 6th St., Morgan City, La. He says she will not be scrapped in the near future but is in open storage, exposed to winter weather, and deteriorating.

Retired Illinois Central 0-6-0 No. 268 was donated recently to the Laurel, Miss., Junior Chamber of Commerce for installation in a local park, writes John E. Martin, IC engineer.

He adds that after two years of retirement, 2-6-2 streamer 250 of the Bonhomie & Hattiesburg Southern is going into active service on the 3-mile Wanamaker, Kempton & Southern, a tourist line at Kempton, Pa., near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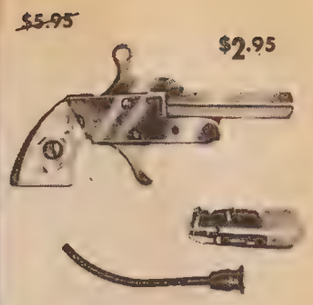

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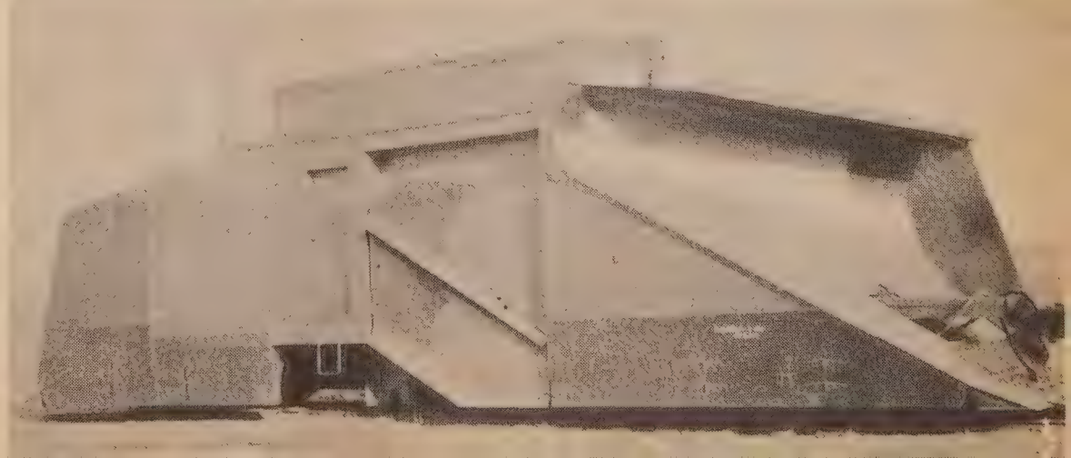
L. P. Cummings, Jr., 129 Nevin Street, Lancaster, Pa., 17603

**Strasburg Rail Road has bought this wedge plow from the abandoned North Shore Line. Built by Russell in 1909, it is 14 feet high and weighs about 76,000 pounds.**



Reading. Moving on its own wheels, she ran in an IC freight train from Hattiesburg to Jackson, Miss., then in another freight to Belle Chasse, near New Orleans; was carried on a sea-train to Edgewater, N. J., and then went by rail to Kempton. B&HS steamer 300 has been sold to another party in the Reading area.

Puget Sound Ry. Historical Asso. has an outdoor museum at Issaquah, Wash., ½ mile east of Snoqualmie Falls on State Highway 2. Its exhibits there include ex-Canadian Collieries 2-6-0 No. 17 (operated in 1962, needs boiler work before she can run again); ex-Minnesota & Ontario Paper Co. 0-4-0T and a Heisler, Nos. 1 and 2 respectively (stored dead), and ex-Deep River 2-4-42 Compound Mallet No. 7 (stored disassembled). And in Seattle, reports J. W. Matthews, Jr., 1415 N. 135th Pl., Seattle, Wash., 98133, the PSRHA has ex-NP 0-6-0 No. 1070 (in running order), ex-Port of Olympia 2-6-2T No. 2 and ex-Canadian Colleries 4-6-0 No. 14. (Latter two are stored dead outside NP's Stacy St. roundhouse).

Except during cold weather, when everything is closed, steam is doing very well in Pocohontas County, reports Dennis Quillen, 2137 Forest Dr., Waynesboro, Va. Labor Day business on the new Cass Scenic RR. out of Cass, W. Va., was so good that both Shays were used, Nos. 4 and 1. A third steamer, No. 5, is stored unserviceable. The trains climb grades up to 10 percent, utilizing two switchbacks and winding 4 miles up the mountain side. Total trip, including 15-minute stop, takes nearly two hours. An extension to 8 miles is planned.

## Steam in Memphis

Although he is an Illinois Central engineer on diesel locomotives, John E. Martin, 1249 Worthington St., Memphis, Tenn., 38114, likes to seek out and visit small roads which still use steam power.

"Recently," he writes, "I found fire burning in the firebox of one of two steamers operated at the Forest Chemical Co. plant, 2753 Chelsea Ave., Memphis. There I signed a release presented by J. B. Carlin, Jr., the company's treasurer, and was allowed to

Bart Gregg, 1371 31st Avenue, San Francisco 22, Calif.

**The West Side Lumber Company's 9-spot as she looked four years ago beside the old water tank at Tuolumne, California.**

ride her. Climbing into the cab of No. 2, a Heisler 0-4-4-0T, I showed my permit to Engineer Childress. I noted the pull on the chain needed to open the firebox door so that scoops of coal could be thrown into the fire. Such things reminded me of bygone days when I handled steam locomotives myself.

"My attention was drawn to the old-time hydrostatic oil lubricator and the long Johnson bar (reverse lever). In its usual place stood the tall, long-spouted oilcan that the engineer uses in oiling around. Steam pressure on the gage was 165 pounds, although the safety valve will pop at 180. There is an almost upright cylinder on each side, and gear drive with connecting rods attached to each set of wheels, and of course she has a whistle. Although she has no air brakes, the steam brakes work perfectly. I was surprised to see this Heisler move so quickly about the 5 miles of trackage.

"Alternating steam locomotive No. 1 stood on the shop track awaiting repairs. She, too, is a coalburning steam rod engine but with a 2-6-2T wheel arrangement, Alco-built in 1920, with 32" driving wheels and 12x18" cylinders. The present owner bought her for $1350 form Boyne City Lumber Co. in 1927.

"The sound of hissing steam, the smell or hot oil, and the fumes from burning coal and smoke accompanied my first ride on a coalburner in many years. Once steam railroading gets into you blood you never forget it."

## Miscellaneous Hobbies

Except for coins and stamps, match-covers are more popular than any other hobby, says John J. Pandosh, 64 Horsham Rd., Hatboro, Pa. He says there's an international club devoted to the match-cover hobby, with 3,000 members, most of whom have railroad match-covers as a special category. John may be right—nobody knows how many hobbyists there are in any given field—but we don't think so. We would list railphoto fans numerically far ahead of the match-cover boys.

"I've been accumulating covers for 15 years," John writes, "but only 3 years ago I joined the club and began swapping in a big way. My present collection totals about 20,000, including over 500 covers advertising 210 railroads. In many cases the same road issued several different covers. My favorite match-covers publicize the Blue Ridge RR., the Mt. Washington Cog, the Edaville, and the Litchfield & Madison (now C&NW)."

The Employees' Timetable Club, a trade-by-mail group, now has 29 members in various states and Canada and is open to all persons, over 15, interested in this hobby. Director is Howard Sanford, 5236 Crestwood Dr., Harrisburg, Pa. Dues of $1 a year entitle you to get the club *Newsletter* and fellow members' trade lists plus use of the club's list-distributing service.

A new Railway Post Office section, just formed by National Highway Post Office Society and headed by A. L. Lewis of Coffeyville, Kan., is devoted to the interests of collectors of covers, cachets, postmarks, and history. Membership privileges include advance notification of first and last RPO trips and other events, a cover service at cost, and the periodical *H.P.O. Notes*. The Society will publish a complete alphabetical list of all RPO routes in U. S. from 1864 to date. Contact Frank Mason, NHPOS, Box 142, Salem, Mass., 01971.

## Setouts and Pickups

"Racine RR. Society needs cash donations ($800 in all) to buy, move, and restore an old North Shore caboose," writes Robt. J. Goebel, 2514 Kearney Ave., Racine, Wis. "Each donor should enclose a self-addressed stamped envelope for Certificate of Ownership or return of money if caboose isn't bought. Make checks or money orders payable to the Society and mail them to me."

Much of the technical material used by the Railroad Club of Columbus Elementary School comes from RAILROAD MAGAZINE, reports Leo Broadstreet, Box 94, Columbus, N.M. This club is complete with library, museum, and S-gage operating models. Naturally, we are proud that the educational value of our magazine is recognized by a school principal. Does any other elementary school in U. S. or Canada have a similar club?

Replicas of a variety of steam locomotives, a semaphore signal, an interurban coach, and even a diesel are available as tie bars, cuff links, key rings, etc., from Railroad Men's Specialties, P.O. Box 328, Dobbs Ferry, N. Y. Descriptive folder sent on request.

The royal railway coaches of Queens Victoria, Alexandra, and Adelaide and King Edward VII recently have been placed on display at the Museum of British Transport in Clapham, South London, England. This museum, we are told, houses the world's greatest and most intriguing collection of road and rail vehicles. Included are many famous locomotives, passenger cars, trams, trolley buses, and other railroadiana. It's well worth a visit.

COMING EVENTS

Dec. 7, 8, 14, 15, 21, 22: annual show, Miniature RR. Club of York, Pa., 381 Wheatfield St., admission free.

Feb. 3: Next issue of Railroad Magazine, dated April, hits the news-stands.

Feb. 8: Windsor-Niagara Falls diesel trip on CNR tentatively planned by Michigan Railroad Club. For details contact Fred Vanderbergh, corr. sec., 9128 Chamberlain, Detroit 19, Mich.


# Which of These Success Stories Will Come True for YOU?

## "Can A Man My Age Become a Hotel Executive?"

***"Yes," says Bruce R. Warden, Now Hotel Manager Though Without Previous Hotel Experience***

"Now I'm Manager of this San Francisco Hotel, one of a chain that covers California. It means an advance in pay of about $300 a month and the opportunity I have waited for — to jump the hurdle between the Assistant's Chair and the Manager's Chair! Thanks to Lewis for helping me go places so fast — in a business where there's plenty of room at the top!"

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***Mrs. J. Edna Kuechle, Inexperienced In Hotel Work, Wins Success As Hostess***

"After graduating from Lewis, their Placement Bureau placed me as Social Hostess at this beautiful and charming summer hotel. During the winter season, I am at a lovely hotel in Florida. I love changing work with the seasons. Lewis Training opened up a new life for me."

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***Harold E. Weiss Goes From Factory Worker to Assistant Motel Manager Though Without Previous Motel Experience***

"Right after I completed their course, the Lewis School referred me to a position with a motor lodge in Columbus. Shortly afterwards, I was offered a job by the owners of the motel where I am presently employed. Since then I have had the pleasure of moving up the ladder from Front Office Clerk to Auditor. A few months ago when they opened this newest motel, I was made Assistant Manager."

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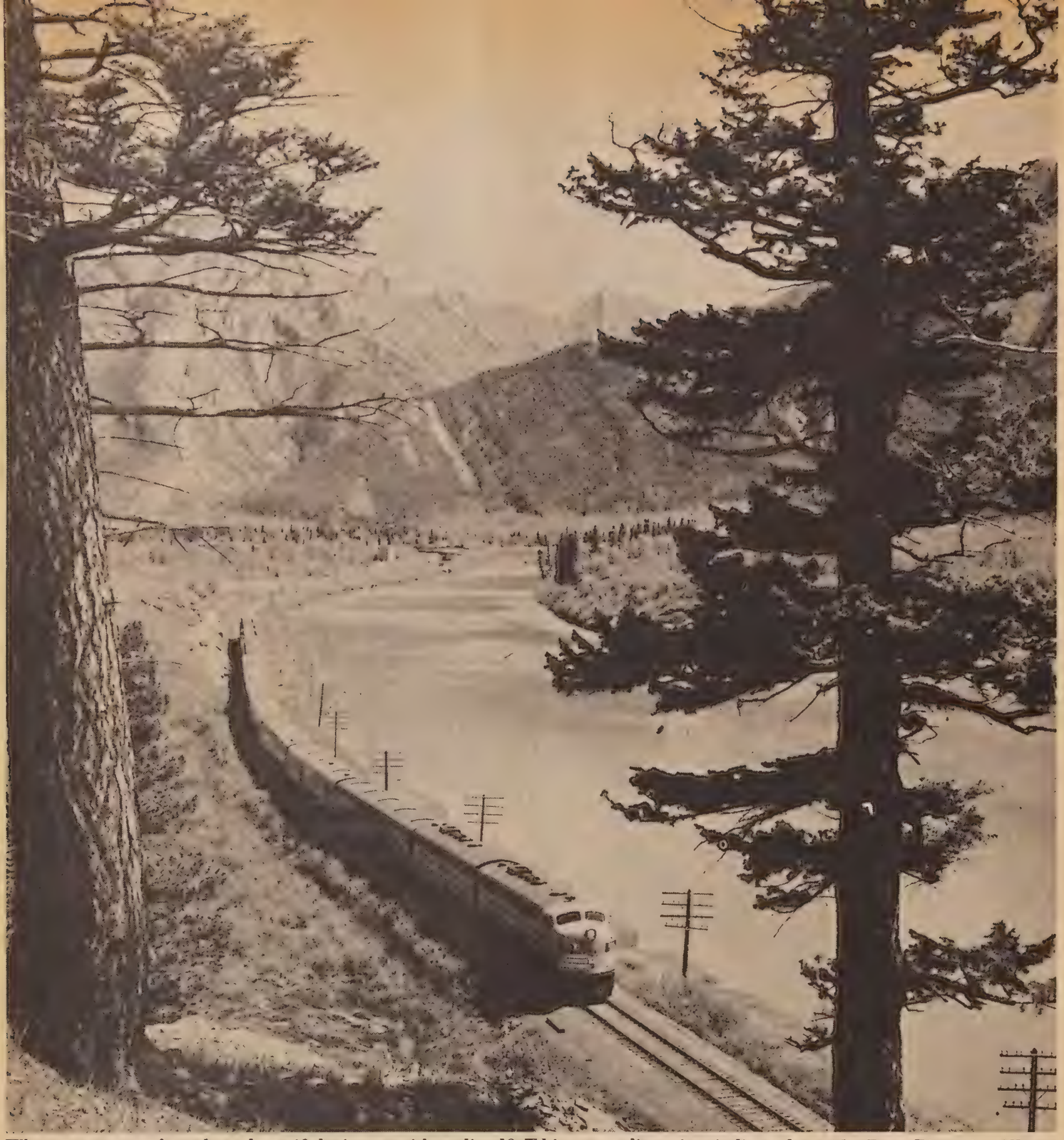

**Who says you can't make a beautiful picture with a diesel? This streamliner is winding alongside Bow River in Alberta.**
Nicholas Morant, Canadian Pacific Railway

## CP Roster Notes

Based on data from CP Chief of Motive Power and Rolling Stock, also MLW's Manager of Transportation Products and CLC's Sales and Service Co-Ordination, roster is accurate as of March 25, 1963. Abbreviations used: CLC—Canadian Locomotive Co.; GMD—General Motors Diesels Ltd.; GM-EMD—General Motors, Electro Motive Div.; Alco-GE—American Locomotive Co.-General Electric; MCGE—Montreal Locomotive Works-Canadian General Electric; MLW—Montreal Locomotive Works; BW—Baldwin-Westinghouse; Spec.—Specification.

(1) 10-11 (1st) rebuilt to 17-18.

(2) 1400-1404, formerly 4099-4103, class DFA-15g, renumbered 3/54-4/54.

(3) 1416-1421, formerly 4058-4063, class DFA-15e, renumbered 10/54-1/55.

(4) 1422-1431, formerly 4066-4075, class DFA-15f, renumbered 12/54-1/55.

(5) 1432, formerly 4041, class DFA-15d, renumbered 1/55.

(6) 1908-1911, formerly 4434-4437, class DFB-15c, renumbered 11/54-12/54.

(7) 1912-1919, formerly 4438-4445, class DFB-15d, renumbered 10/54-1/55.

# CANADIAN PACIFIC RAILWAY

***Locomotive roster compiled by Sy Reich***

| Class | Road Numbers | HP | Builder | Model | Wheel Arrang't | Tract. Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| HS-5a | 10-11 (1st) | 500 | CLC | 44-ton | B-B | 26,400 | 88,000 | 1956 | 1 |
| HS-5a | 10-11 (2nd) | 500 | CLC | 44-ton | B-B | 26,400 | 88,600 | 1956 | |
| HS-5b | 12-16 | 500 | CLC | 44-ton | B-B | 26,400 | 88,600 | 1958 | |
| HS-5c | 17-18 | 500 | CLC | 44-ton | B-B | 26,400 | 88,400 | 1959 | 1 |
| HS-5d | 19-23 | 500 | CLC | 44-ton | B-B | 26,400 | 88,500 | 1960 | |
| DPA-15a | 1400-1404 | 1500 | GMD | FP7A | B-B | 65,750 | 263,000 | 1953 | 2 |
| DPA-15b | 1416-1421 | 1500 | GMD | FP7A | B-B | 64,875 | 259,500 | 1952 | 3 |
| DPA-15c | 1422-1431 | 1500 | GMD | FP7A | B-B | 65,450 | 261,800 | 1952 | 4 |
| DPA-15d | 1432 | 1500 | GMD | FP7A | B-B | 64,875 | 259,500 | 1951 | 5 |
| DPA-17a | 1405-1415 | 1750 | GMD | FP9A | B-B | 64,750 | 259,000 | 1954 | |
| DPA-22a | 1800-1802 | 2250 | GM-EMD | E8A | A1A-A1A | 55,022 | 330,500 | 1949 | |
| DPB-15a | 1908-1911 | 1500 | GMD | F7B | B-B | 63,575 | 254,300 | 1951 | 6 |
| DPB-15b | 1912-1919 | 1500 | GMD | F7B | B-B | 63,375 | 253,500 | 1952 | 7 |
| DPB-17a | 1900-1907 | 1750 | GMD | F7B | B-B | 63,750 | 255,000 | 1954 | |
| DFA-15a | 4000-4007 | 1500 | Alco-GE | FA-1 | B-B | 62,025 | 248,100 | 1949 | 8 |
| DFA-15b | 4008-4027 | 1500 | MCGE | FA-1 | B-B | 62,250 | 249,000 | 1950 | 8, 9 |
| DFA-15c | 4028-4037 | 1500 | GMD | FP7A | B-B | 65,000 | 260,000 | 1950 | |
| DFA-15d | 4038 | 1500 | GMD | FP7A | B-B | 63,875 | 255,500 | 1951 | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DFA-15d | 4039-4041 | 1500 | GMD | FP7A | B-B | 64,875 | 259,500 | 1951 | 5, 10 |
| DFA-15e | 4058-4063 | 1500 | GMD | FP7A | B-B | 64,875 | 259,500 | 1952 | 3 |
| DFA-15f | 4066-4075 | 1500 | GMD | FP7A | B-B | 64,450 | 261,800 | 1952 | 4 |
| DFA-15g | 4099-4103 | 1500 | GMD | FP7A | B-B | 65,750 | 263,000 | 1953 | 2 |
| DFA-16a | 4042-4051 | 1600 | MCGE | FA-2 | B-B | 62,150 | 248,600 | 1951 | |
| DFA-16b | 4052-4057 | 1600 | CLC | CPA 16-4 | B-B | 67,000 | 268,000 | 1952 | 11 |
| DFA-16c | 4064-4065 | 1600 | CLC | CPA 16-4 | B-B | 63,625 | 254,500 | 1951 | 12 |
| DFA-16d | 4076-4081 | 1600 | CLC | CFA 16-4 | B-B | 64,425 | 257,700 | 1953 | 13 |
| DFA-16e | 4082-4083 | 1600 | MCGE | FPA-2 | B-B | 65,550 | 262,200 | 1953 | |
| DFA-16e | 4084-4093 | 1600 | MCGE | FA-2 | B-B | 64,850 | 259,400 | 1953 | |
| DFA-16f | 4094-4098 | 1600 | MCGE | FPA-2 | B-B | 65,550 | 262,200 | 1953 | |
| DFA-16g | 4104-4105 | 1600 | CLC | CPA 16-4 | B-B | 66,500 | 266,000 | 1954 | |
| DFB-15a | 4400-4403 | 1500 | Alco-GE | FB-1 | B-B | 61,975 | 247,900 | 1949 | 8 |
| DFB-15b | 4404-4423 | 1500 | MCGE | FB-1 | B-B | 62,075 | 248,300 | 1950 | 8 |
| DFB-15c | 4424-4437 | 1500 | GMD | F7B | B-B | 62,250 | 249,000 | 1951 | 6 |
| DFB-15d | 4438-4448 | 1500 | GMD | F7B | B-B | 63,375 | 253,500 | 1952 | 7, 14 |
| DFB-15e | 4459-4462 | 1500 | GMD | F9B | B-B | 62,000 | 248,000 | 1953 | |
| DFB-16a | 4449-4454 | 1600 | CLC | CPB 16-4 | B-B | 64,000 | 256,000 | 1952 | |
| DFB-16b | 4455-4458 | 1600 | CLC | CFB 16-4 | B-B | 64,625 | 258,500 | 1953 | |
| DFB-15c | 4463-4464 | 1600 | MCGE | FPB-2 | B-B | 65,250 | 258,700 | 1953 | |
| DFB-15c | 4465-4470 | 1600 | MCGE | FB-2 | B-B | 64,675 | 258,700 | 1953 | |
| DFB-16d | 4471-4472 | 1600 | CLC | CPB 16-4 | B-B | 66,000 | 264,000 | 1954 | |
| DS-6a | 6500-6505 | 660 | MCGE | Spec. ME-660 | B-B | 49,750 | 199,000 | 1951 | |
| DS-6b | 6506-6517 | 660 | MCGE | Spec. ME-660 | B-B | 49,775 | 199,100 | 1952 | |
| DS-6c | 6518-6522 | 660 | MCGE | Spec. ME-660 | B-B | 49,750 | 199,000 | 1953 | |
| DS-6d | 6523-6536 | 660 | MLW | Spec. E-1530-B | B-B | 49,750 | 199,000 | 1955 | |
| DS-6e | 6537-6547 | 660 | MLW | Spec. E-1530-B | B-B | 49,425 | 197,700 | 1955 | |
| DS-6f | 6548-6559 | 660 | MLW | Spec. E-1530-B | B-B | 49,425 | 197,700 | 1956 | |
| DS-6g | 6560-6561 | 660 | MLW | Spec. E-1530-B | B-B | 53,000 | 212,000 | 1956 | 15 |
| DS-6h | 6562-6600 | 660 | MLW | Spec. E-1530-B | B-B | 49,000 | 196,000 | 1957 | |
| DS-6j | 6601-6611 | 660 | MLW | Spec. E-1530-B | B-B | 49,000 | 196,000 | 1958 | |
| DS-6k | 6612-6613 | 660 | MLW | Spec. E-1530-B | B-B | 49,000 | 196,000 | 1958 | 16 |
| DS-6m | 6614-6623 | 660 | MLW | S11 | B-B | 48,750 | 195,000 | 1959 | |
| DS-8a | 6700-6703 | 800 | GMD | SW8 | B-B | 58,000 | 232,000 | 1950 | |
| DS-8b | 6704-6709 | 800 | GMD | SW8 | B-B | 58,000 | 232,000 | 1951 | |
| DS-9a | 6710-6720 | 900 | GMD | SW900 | B-B | 58,250 | 233,000 | 1955 | |
| DS-10a | 7010-7014 | 1000 | Alco-GE | S2 | B-B | 57,500 | 230,000 | 1943 | |
| DS-10b | 7015-7024 | 1000 | Alco-GE | S2 | B-B | 57,500 | 230,000 | 1944 | |
| DS-10c | 7025-7037 | 1000 | Alco-GE | S2 | B-B | 57,500 | 230,000 | 1945 | 17 |
| DS-10d | 7038-7051 | 1000 | Alco-GE | S2 | B-B | 57,500 | 230,000 | 1946 | 17 |
| DS-10e | 7052-7064 | 1000 | Alco-GE | S2 | B-B | 57,500 | 230,000 | 1947 | |
| DS-10f | 7065 | 1000 | BW-CLC | DS 4-4-1000 | B-B | 57,500 | 230,000 | 1948 | |
| DS-10g | 7066-7075 | 1000 | BW-CLC | DS 4-4-1000 | B-B | 57,500 | 230,000 | 1948 | |
| DS-10h | 7076-7095 | 1000 | MCGE | S2 | B-B | 57,500 | 230,000 | 1948-9 | 17 |
| DS-10j | 7096-7098 | 1000 | Alco-GE | S2 | B-B | 57,500 | 230,000 | 1949 | |
| DS-10k | 7099-7108 | 1000 | MCGE | S2 | B-B | 57,500 | 230,000 | 1949 | 18 |
| DS-10m | 7109-7114 | 1000 | MCGE | S7 | B-B | 58,750 | 235,000 | 1952 | |
| DS-10n | 7115-7118 | 1000 | MCGE | S7 | B-B | 58,750 | 235,000 | 1953 | |
| DS-12a | 7400-7405 | 1200 | GMD | SW9 | B-B | 62,050 | 248,200 | 1953 | |
| SB-10a | B100-B101 | —— | MCGE | Spec. E-1800-A | B-B | 59,875 | 239,500 | 1951 | |
| SB-10b | B102-B103 | —— | MLW | Spec. E-1800-A | B-B | 57,500 | 230,000 | 1957 | |
| DRS-10a | 8000-8012 | 1000 | BW-CLC | DRS 4-4-1000 | B-B | 59,250 | 237,000 | 1948 | 19 |
| DRS-10b | 8013-8018 | 1000 | MLW | RS-23 | B-B | 45,275 | 181,100 | 1959 | |
| DRS-10c | 8019-8031 | 1000 | MLW | RS-23 | B-B | 58,125 | 232,500 | 1959 | |
| DRS-10d | 8032-8046 | 1000 | MLW | RS-23 | B-B | 58,750 | 235,000 | 1960 | |
| DRS-12a | 8100-8130 | 1200 | GMD | SW1200 | B-B | 56,025 | 224,100 | 1958 | |
| DRS-12b | 8131-8146 | 1200 | GMD | SW1200 | B-B | 58,175 | 232,700 | 1959 | |
| DRS-12c | 8147-8171 | 1200 | GMD | SW1200 | B-B | 58,125 | 232,500 | 1960 | |
| DRS-15a | 8400-8404 | 1500 | Alco-GE | RS-2 | B-B | 61,500 | 246,000 | 1949 | 8, 20 |
| DRS-15b | 8405-8408 | 1500 | MCGE | Spec. ME-5000 | B-B | 62,250 | 249,000 | 1950 | 8 |
| DRS-15c | 8409-8411 | 1500 | GMD | GP7 | B-B | 62,975 | 251,700 | 1952 | 21 |
| DRS-15d | 8412-8425 | 1500 | GMD | GP7 | B-B | 65,375 | 261,500 | 1953 | |
| DRS-16a | 8426-8446 | 1600 | MCGE | RS-3 | B-B | 64,625 | 258,500 | 1954 | |
| DRS-16b | 8447-8461 | 1600 | MLW | RS-3 | B-B | 64,800 | 259,200 | 1954 | |
| DRS-16c | 8462-8482 | 1600 | MLW | RS-10 | B-B | 65,250 | 261,000 | 1954-5 | |
| DRS-16d | 8547-8552 | 1600 | CLC | H16-44 | B-B | 64,700 | 258,800 | 1955 | |
| DRS-16d | 8553-8556 | 1600 | CLC | H16-44 | B-B | 65,125 | 260,500 | 1955 | |
| DRS-16e | 8557-8568 | 1600 | MLW | RS-10 | B-B | 65,000 | 260,000 | 1956 | |
| DRS-16f | 8569-8581 | 1600 | MLW | RS-10S | B-B | 65,000 | 260,000 | 1956 | |
| DRS-16g | 8582-8600 | 1600 | MLW | RS-10S | B-B | 64,750 | 259,000 | 1956 | |
| DRS-16h | 8601-8610 | 1600 | CLC | H16-44 | B-B | 64,800 | 259,200 | 1956 | |
| DRS-16j | 8709-8728 | 1600 | CLC | H16-44 | B-B | 64,750 | 259,000 | 1957 | |
| DRS-16k | 8824 | 1600 | MLW | RS-10S | B-B | 65,000 | 260,000 | 1957 | 9 |
| DRS-17a | 8483-8500 | 1750 | GMD | GP9 | B-B | 64,750 | 259,000 | 1954-5 | 8 |
| DRS-17a | 8501-8512 | 1750 | GMD | GP9 | B-B | 64,525 | 258,500 | 1954-5 | 8 |
| DRS-17b | 8513-8521 | 1750 | GMD | GP9 | B-B | 64,525 | 258,500 | 1954-5 | 8 |
| DRS-17b | 8522-8529 | 1750 | GMD | GP9 | B-B | 64,800 | 259,200 | 1955 | 8 |
| DRS-17b | 8530-8546 | 1750 | GMD | GP9 | B-B | 64,650 | 258,600 | 1955 | 8 |
| DRS-17c | 8611-8635 | 1750 | GMD | GP9 | B-B | 65,000 | 260,000 | 1956 | 8 |
| DRS-17d | 8636-8708 | 1750 | GMD | GP9 | B-B | 64,625 | 258,500 | 1957 | 8 |
| DRS-17e | 8801-8823 | 1750 | GMD | GP9 | B-B | 64,750 | 259,000 | 1958 | 8 |
| DRS-17f | 8825-8839 | 1750 | GMD | GP9 | B-B | 64,200 | 256,800 | 1959 | 8, 22 |
| DRS-18a | 8729-8748 | 1800 | MLW | RS-18 | B-B | 64,375 | 257,500 | 1957 | |
| DRS-18b | 8749-8768 | 1800 | MLW | RS-18 | B-B | 64,125 | 256,500 | 1958 | |
| DRS-18b | 8769-8800 | 1800 | MLW | RS-18 | B-B | 64,250 | 257,000 | 1958 | |
| DRS-24a | 8900 | 2400 | CLC | H24-66 | C-C | 97,000 | 388,000 | 1955 | 25 |
| DRS-24b | 8901-8904 | 2400 | CLC | H24-66 | C-C | 97,250 | 389,000 | 1956 | |
| DRS-24c | 8905-8910 | 2400 | CLC | H24-66 | C-C | 97,250 | 389,000 | 1956 | |
| DRS-24d | 8911-8920 | 2400 | CLC | H24-66 | C-C | 97,250 | 389,000 | 1956 | |
| DRS-24e | 8921 | 2400 | MLW | RSD-17 | C-C | 84,750 | 339,000 | 1957 | 23 |

**CPR 4009 fights a Western blizzard.**
Nicholas Morant, Canadian Pacific Ry.

(8) Rebuilt to 1600 hp.
(9) 4016 rebuilt in 1957 to 8824, class DRS-16k.
(10) 4039-4040 renumbered 1434, 1433, class DPA-15d, in 4/55, then renumbered 4039-4040.
(11) 4054 weighs 256,700 lbs. with 64,175 tractive effort.
(12) Formerly CLC demonstrators 7005-7006.
(13) 4077 scrapped.
(14) 4448 weighs 247,100 with 61,775 tractive effort.
(15) Used on Dominion Atlantic.
(16) Formerly PGE 6612-6613.
(17) 7033, 7038, 7039, 7081-7083 modified to operation with SB-10's.
(18) 7102-7105 weigh 248,500 with 62,125 tractive effort.
(19) 8001-8003 weigh 238,500 with 59,625 tr. eff. 8005-8012 weigh 223,000 with 55,750 tr. eff.
(20) 8402 weighs 248,500 with 62,125 tractive effort.
(21) 8409 weighs 256,500 with 64,125 tractive effort.
(22) 8839 has 1800-hp engine.
(23) Originally PGE 624, then CN 3899, then CPR 7007.
(24) Originally CLC demonstrator 8900. •


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# KANSAS CITY SOUTHERN LINES

*Locomotive roster compiled by Sy Reich*

| Road Numbers | HP | Builder | Builder's Model | Wheel Arrangmt. | Tract. Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|
| 20 | 2000 | GM-EMD | E7A | A1A-A1A | 54,360 | 326,100 | 1948 | 13 |
| 21-23 | 2000 | GM-EMC | E3A | A1A-A1A | 53,000 | 323,000 | 1939-40 | 1 |
| 24-25 | 2000 | GM-EMD | E6A | A1A-A1A | 53,000 | 323,000 | 1942 | |
| 26-29 | 2250 | GM-EMD | E8A | A1A-A1A | 56,130 | 334,280 | 1952 | |
| 30A-31A | 1500 | GM-EMD | F3A | B-B | 61,955 | 243,350 | 1947 | |
| 30B-31B | 1500 | GM-EMD | F3B | B-B | 61,955 | 248,300 | 1947 | |
| 32A-33A | 1500 | GM-EMD | F7A | B-B | 60,759 | 243,350 | 1949 | |
| 32B | 1500 | GM-EMD | F7B | B-B | 60,759 | 242,720 | 1949 | |
| 33B-40-41 | 1500 | FM | ALT 200.2A | B-B | 63,400 | 253,200 | 1949 | |
| 50A, D-54A, D | 1500 | GM-EMD | F3A | B-B | 54,455 | 229,900 | 1947 | 2 |
| 50B, C-54B, C | 1500 | GM-EMD | F3B | B-B | 54,455 | 223,450 | 1947 | 2 |
| 55A, D-58A, D L&A | 1500 | GM-EMD | F3A | B-B | 54,455 | 229,900 | 1948 | 2 |
| 55B, C-58B, C L&A | 1500 | GM-EMD | F3B | B-B | 54,455 | 223,450 | 1948 | 2 |
| 59A L&A | 1500 | GM-EMD | F3A | B-B | 54,455 | 229,900 | 1948 | |
| 59B, C KCS | 1500 | GM-EMD | F7B | B-B | 54,455 | 223,450 | 1950 | |
| 59D KCS | 1500 | GM-EMD | F7A | B-B | 54,455 | 229,900 | 1950 | 2 |
| 60A, C-61A, C KCS | 2000 | FM | ALT 200.3 | A1A-A1A | 60,441 | 362,600 | 1946-7 | 4 |
| 60B-61B KCS | 2000 | FM | ALT 200.3 | A1A-A1A | 60,441 | 362,600 | 1946 | 5 |
| 62A, C L&A | 2000 | FM | ALT 200.3 | A1A-A1A | 60,441 | 362,600 | 1947-8 | 4 |
| 62B L&A | 2000 | FM | ALT 200.3 | A1A-A1A | 60,441 | 362,600 | 1948 | 5 |
| 70A-71A KCS | 1500 | GM-EMD | F7A | B-B | 59,200 | 235,700 | 1949 | |
| 70B, C-71B, C KCS | 1500 | GM-EMD | F7B | B-B | 59,200 | 239,000 | 1949 | 2 |
| 72A, D-73A, D, 74A KCS | 1500 | GM-EMD | F7A | B-B | 57,900 | 229,400 | 1950 | |
| 74D, 75A, D, 76A, D L&A | 1500 | GM-EMD | F7A | B-B | 57,900 | 229,400 | 1951 | 2 |
| 72B, C-75B, C KCS | 1500 | GM-EMD | F7B | B-B | 57,900 | 234,300 | 1950 | 2 |
| 76B, C-78B, C, 79B L&A | 1500 | GM-EMD | F7B | B-B | 57,900 | 234,300 | 1951 | 2 |
| 100-109 KCS | 2250 | GM-EMD | GP30 | B-B | 64,650 | 258,600 | 1962 | |
| 150-154 L&A | 1500 | GM-EMD | GP7 | B-B | 60,615 | 242,460 | 1951 | |
| 155-162 KCS | 1500 | GM-EMD | GP7 | B-B | 60,615 | 242,460 | 1963 | 2 |
| 163-165 KCS | 1750 | GM-EMD | GP9 | B-B | 61,325 | 245,300 | 1959 | |
| 1100-1102 KCS | 1000 | GM-EMC, GM-EMD | NW2 | B-B | 61,570 | 247,000 | 1939, 41 | |
| 1110-1113 KCS | 1000 | Alco-GE | RS-1 | B-B | 60,525 | 242,500 | 1943 | |
| 1120 KCS | 900 | Alco | HH 900 | B-B | 59,825 | 239,300 | 1937 | 10 |
| 1121 KCS | 1000 | Alco-GE | S2 | B-B | 59,300 | 234,000 | 1940 | 11 |
| 1122-1123 L&A | 1000 | Alco-GE | S2 | B-B | 59,300 | 234,000 | 1940 | 16 |
| 1125-1126 L&A | 1000 | GM-EMD | NW2 | B-B | 60,582 | 242,330 | 1942 | |
| 1150 KCS | 660 | Baldwin | VO 660 | B-B | 50,025 | 200,100 | 1946 | |
| 1160-1163 L&A | 1200 | BLHW | S-12 | B-B | 55,055 | 220,220 | 1951 | |
| 1200-1211 KCS | 1000 | GM-EMD | NW2 | B-B | 61,710 | 246,850 | 1946-7 | |
| 1212-1221 L&A | 1000 | GM-EMD | NW2 | B-B | 61,710 | 246,850 | 1948 | |
| 1222-1226 KCS | 1000 | GM-EMD | NW2 | B-B | 61,710 | 246,850 | 1949 | |
| 1300-1309 KCS | 1200 | GM-EMD | SW7 | B-B | 61,570 | 246,273 | 1950 | 2 |
| 1310-1315 L&A | 1200 | GM-EMD | SW7 | B-B | 61,570 | 246,273 | 1951 | |

**KCS Roster Notes**

Roster based on data from KCS Supt. of Machinery is accurate as of March 15, 1963.

(1) 21 ex GM-EMC demonstrator 822. No. 23 rebuilt to E8A with weight 334,280, tr. eff. 56,130, and HP 2250.

(2) GM-EMD rebuilt. 1304, 155, 162, 55A, D-58A, D; 55B, C; 57B, C; 58C, 59D, 70B, 73C, 74B, 74D, 78C, 32A.

(5) Booster units, reengined by GM-EMD to 1750 hp.

(10) 1120 ex Youngstown & Northern 211, bought 4/56.

(11) 1121 ex Manufacturers Ry. 201, bought 4/56.

(13) 20 ex Maine Central 709.

(16) 1122-1123 ex Manufacturers Ry. 202-203, bought 4/56.

New York Central "Meal-A-Mat," the only automatic restaurant car in the East, went into passenger service Sept. 23, 1963, featuring such entrees as Lobster Newburg and roast Vermont turkey, fresh and hot, with microwave cooking, plus many budget-priced snacks and regular meals. Waffles-and-coffee breakfast 50¢. Somewhat similar cars are operated on the Southern Pacific and the Santa Fe.

# SWITCH LIST

THESE items are published free and in good faith but without guarantee. Keep within 28 words, including your name and address. Use abbreviations such as *tts.* (timetables); *emp. tts* (employees timetables); *inter.*, interested; *tr.*, train; and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List*, a long time before publication date. As this magazine hits the newsstands, our next department is already closed. Entries for June issue (out April 2) should reach us not later than Feb. 19th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N.Y.

JOHN AARDEMA, 223 Slater St., Paterson, N.J., forced by ill health to sell his large collection of railroadiana. State wants. SSE or no answers.

DICK ANDERSON, 334 S. Prindle, Arlington Hts., Ill., sells sizes 120, 116 steam, diesel, elec. negs.

C. T. ANDREWS, 4231 S.W. 38 St., West Hollywood, Fla., 33023, sells 4x5, pc size pix LV, RDG, CNJ, L&NE, D&H, DL&W, Pa. shortlines.

R. J. ASKEVOLD, 100 Elm St., Crystal Lake, Ill., buys loco builders' plates.

R. BALL, 13 Ridgecrest East, Scarsdale, N.Y., will trade CNJ action steam negs. for same of PRR, NYC, big Santa Fe locos.

DICK BIERMANN, 178 Clinton Pk., San Francisco, Calif., wants alltime NP steam roster; sizes 616, pc pix, negs. NP, shortlines, logging rrs. (SSE)

WM. BIESECKER, 2263 Lafayette St., North Bellmore, N.Y. 11712, wants Cunningham's "Railroading in N.J." and Trains mag. 7/46.

BOB BISHOP, 17760 Lull St., Reseda, Calif., wants blueprints, plans, pix of SP AC-9, AT&SF 3000, 3300, 1300 classes.

STEVE BRADLEY, 126 Ridgewood Rd., West Hill, Ont., Canada, will trade CN tr. orders for CN, CP tts., emp. tts.

GEO BRADSHAW, 1404 Morgan Ave., Parsons, Kan., trades, buys old rr. annual passes.

ELMER BRASWELL, 1581 Melrose Dr., Atlanta, Ga. 30310, trades 5x7 pix PE and Ga. Power for pix of SP Texas Elec., Disneyland rrs.

BOB BRENDEL, 40 W. Wayne St., Waynesburg, Pa., wants any size pix RDG 700, 800, 900 series 2-8-0's, P&R locos retired before '35.

BILL CARRUTHERS, 58 Princeway Dr., Scarboro, Ont., Canada, will send free list of steam negs. for sale or trade; Canadian, U.S., sizes 116, 2¼x3¼, about 3000 negs. available, ea. 25¢ or up.

KEN CASSELLS (sec. N.Z. Model Ry. Asso.), Box 23, Tawa, New Zealand, has over 2000 NZ and Australian ry. pc size photos, mostly n.g. steam, some diesels, for sale, $1.50 a dozen; list free.

RAY CEDER, 1625 Central Ave., Alameda, Calif., wants action pix IER, Key System, SN. (What size, Ray?)

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys, trades Alco, Baldwin, Lima steam bldrs pix.

Mrs. MARY CHURCHILL, 607 S. Lake St., Boyne City, Mich., will sell 1913 Car Bldr's Dictionary, 953 big pages, illust., good cond., $20; The Carman's Helper, by Crandall, 213 pages, pub. 1913, exc. cond., $5; other bks. (SSE)

EARL CLARK, 825 Taft Rd., Cincinnati, O., trades trolley slides U.S., foreign. Sells '64 "Directory of World Trolleys."

F. J. COMAN, 2137 Wilbraham Rd., Springfield, Mass., sells NYC '24 maps 33x20. (SSE)

CHAS. COMERFORD, Jr., Rte. 303, Congers, N.Y., wants railfan pen pals; answers all mail.

JIM CUNNINGHAM, 185 W. Brentwood, Detroit 3, Mich., buys orig. steam negs., 616 or larger, NYC, Pennsy, CRI&P, ACL, MP, NC&StL, std.-gage D&RGW.

FRANK DELARM, 25 Longmont St., Providence, R.I., sells Old Colony and Boston Terminal rr. bonds; list 10¢.

RALPH DERBY, Box 162, Raynham, Mass., sells large cross-sections of old standard-gage U-rail, good paperweight, $3 each.

FRANK DIFALCO, 31 Ringgold St., Haverhill, Mass., sells diesel pix. (SSE) Wants negs. Baldwin, FM cab units, PRR BH-50's, BL2's, PA-1's, other unusual diesels.

LEROY DOVIN, 4236 Lincoln Ave., Culver City, Calif., wants pix, historical info. on PM cars, locos, etc.

WARREN DREW, 26 Summer, Malden, Mass., sells railroadiana, back issues Railroad Magazine, Trains, etc. (SSE)

LARRY EASTWOOD, Box 182, Bryn Athyn, Pa., 19009, sells 50 diff. PTC transfers, 10 different RDG tts. (What price, Larry?)

CHUCK FEATHER, 442 Salvini Dr., Pittsburgh 14, Pa., will swap K-4 Keystone number plate or will pay top price for UP shield plate or Pennsy T-1

R. W. FERGE, 2351 N. Holton St., Milwaukee, Wis., wants steam slides or movies of GTW, DM&IR, MILW., C&NW, UP, shortlines, cash or trade.

A. P. FIGONE, 1534 28th Ave., San Francisco, Calif., wants any size pix NWP pass. trs., NWP tts., emp. tts.

J. A. FISHER, 3033 Elm Lane, Racine, Wis., will sell Speedrail accident reports '49-'50, ICC accident reports '56-'62.

CARLTON FITCHETT, 28 S. White St., Poughkeepsie, N.Y., will sell one each, all issues of Railroad Magazine complete, with covers, April '45 thru Dec. '57 (except July, Dec. '48; Nov., Dec. '52; Jan. '53, Dec. '56, Aug. '57), $4 per year, less 25¢ ea. for aforesaid missing copies. Also will sell Mar., Sept., Dec. '44; Aug. '58, 50¢ ea. Also has compl. file Railroad Magazine Dec. '29 to date, exc. cond., to sell at "right" price; make offer.

JOE FRIEDL, 409 S. Madison St., Waupun, Wis., sells back issues Railroad Magazine, excel. cond.; also R-B&B Circus rte bks.

ED FULCOMER, 639 Del Norte, Fort Collins, Colo., sells negs., slides, prints CB&Q, C&S, FW&D, UP, D&RGW. GW, others; slides on approval. Many negs. never printed.

T. J. GASCOIGNE, RR 4, Oshawa, Ont., Canada, wants 2x2 color slides or negs. of LNER 2001 "Cock o' the North," 4489 "Dom. of Canada," and LMS 6329 "City of Chester," 6200 "Princess Royal."

TIM GAUTREAUX, 1105 6 St., Morgan City, La., wants any size negs., pix Travel Town steam; also tr. orders, esp. SP, T&NO.

W. A. GIBSON, 2501 Caesar Way. S., St. Petersburg, Fla., will buy Cafky's "Rails Around Gold Hill," Mdl. RRer annual indexes Vol. 7-8, Railroad Magazine prior to 3/32.

CHAS. GOETHE, 1108 SE 7th St., Ft. Lauderdale, Fla., trades 8x10 interurban pix.

BOB GORDON, 334 Kennerly Rd., Springfield, Pa., wants pix subways, els, trolleys, rapid transit lines.

ROGER GRANT, Albia, Iowa, buys brass wax seals from Adams, National, American, Globe, Wells-Fargo, U.S. express companies, also rr. seals.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif., buys, trades rr. stock, bond certificates.

BRUCE HAYDEN, HN/USN, Hq. Co. 8th N Regt, Camp Lejune, N.C., 28542, will buy TP&W pix, negs., any size. Wants female railfan pen pal, 19 to 23.

J. HAYDEN, 447 Dartmouth St., New Bedford, Mass., sells bks., mags., maps, all good cond., or trade for elec. railroadiana.

WM. HOFFMANN, Jr., 326 S. East Ave., Baltimore, Md., 21224, sells 5x7 steam pix B&O, DM&&IR, NP, etc.; list 10¢.

C. E. HULL, 203 E. 16th St., North Little Rock, Ark., wants 5x7 or pc pix Rio Grande S., Silverton, Silv. N., SG&N, also any Colo. n.g.

PETER IHRMAN, 241 N. 6th St., Paterson, N.J., sells, trades size 120 pix E-L, LV, PRR, NYC, CNJ, NJ shortlines, many present-day steamers; no list; answers all mail.

BOB INGHRAM, Box 194, Chesapeake, O., wants pix NYC 913, 916, Kelly's Creek 11, 12, 52, 71.

R. C. JACK, 1921 Timothy, Atlanta, Ga., will sell or trade 15 Western tts. '17-'28 D&SL, SP, NP, SD&AE, etc. (SSE)

GEO. JANES, 2235 35 Ave., San Francisco, Calif., trades CERA Bulletins for old elec. tr. catalogs.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx 61, N.Y. sells back issues Railroad Magazine, Trains, mdl. mags., etc. (SSE) Buys mag. collections.

HARRY KELSO, Box 42, Pittsburg, Kan., 66762, trades pix, 35mm color slides, switch keys, rule bks., etc., for rr. fare tokens.

JIM KERR, 4261 Delasavane, Montreal, Que., Canada, will swap trolley destination signs for DM&IR Yellowstone or Canadian bldr. plates.

G. M. KIDDER, R.D. 1, Acton, Mass., 01720, will sell tts., UP '86, '90, NH '19, Boston El. '38, Boston & Worcester St, Ry. '08. (SSE)

HOWARD KNIFFIN, 80 Causeway, Lawrence, N.Y., sells set of 16 b&w steam action pix, $15. Send 10¢ for description.

JOHN LA RUE, Jr., Oakwood Dr., Medford, N.J., buys, sells, trades any size non-revenue equip. pix many U.S. rrs., incl. D&RGW n.g. List 25¢.

DICK MANSLEY, 7722 Loretto Ave., Philadelphia, Pa., 19111, wants persons inter. in preserving RDG T-1 to write him.

JOHN MERCHANT, Box 9, Whitesboro, N.Y., sells rr. passes, exc. cond., wide variety, 1880-1910; list on request.

F. MAURER, 2110 N. Orianna St., Philadelphia, Pa., 19122, will sell trainman's red lantern, 2 crayon steam loco pix.

MARVIN MAYNARD, 4164 Stanford Way, Livermore, Calif., 94550, sells tts., booklets, Railroad Magazine, Trains, railroadiana; list 15¢.

J. R. McFARLANE, 86 Congress St., St. Albans, Vt., sells elec. ry. tts.; list 15¢.

HENRY MERCUR, 3020 Midvale Ave., Philadelphia 29, Pa., sells many rr., bus, airline, and steamship tts.; various ry. Guides, etc.; big list free.

AL MILLER, 1836 Gardena Ave., Glendale, Calif., buys, trades for bldrs.' plates of PRR steam locos.

E. E. MILLER, P.O. Box 357, Jersey Shore, Pa., will trade PRR teleg. instrument, sounder, or vibroplex for used teleg. instructorgraph.

G. MILLER, 1621 S. 2nd St., Arcadia, Calif., sells 1928 tts. CB&Q, NP, PRR, SOO or trades for AT&SF tts. (SSE)

JOHN MITCHELL, 123 Fairview Ave., Hudson, N.Y., wants pre-1959 MTA, BER maps, pix, equip. plans.

C. G. MOCKBEE, 1573 Bowman Ave., Dayton, O., buys pix LVT, FJ&G, P&W, etc.; also traction tts., tr. orders.

ED MOTAN, 3300 Netherland, New York, N.Y., sells back issues of Railroad Magazine, Mdl. Bldr., Mdl. Ry. News, etc. (SSE)

SSgt. CARL MUNCK, 5010 AB GP, Box 503, APO 937, Seattle, Wash., sells pc and size 616 D&H steam pix (200 diff., all classes), plus other eastern lines. (SSE), (Ed. note: he's stationed in Alaska; better use airmail.)

BILL MYERS, 1511 N. 2nd St., Harrisburg, Pa., wants pix of Woodside, N.Y., carbarn. Trades, trolley, subway, el pix and transfers. (SSE)

JERRY NARLAND, 3700 64th Ave., S.W., Des Moines, Iowa, buy any slide or pic of NKP class S-2 or S-3 loco.

K. J. ONDRACEK, 2016 S. 7th St., Omaha 8, Neb., wants pen pal inter. in steam.

J. A. ORR, 440 Huntington Dr., Ann Arbor, Mich., will buy Baldwin brass loco number plate, PTC Peter Witt roll signs.

C. G. PARSONS, 123 Riverdale Rd., Liverpool, N.Y., sells Kodachrome 35mm dupl. slides steam, diesel, trolleys; sample 25¢.

DICK PEDLER, 2125 Maffett St., Muskegon, Mich., sells 2x2 color slides, negs., pix up to 8x10 of steam, diesel, elec. (SSE)

LOUIS POLINIAK, 1017 N. Washington St., Shamokin, Pa., buys pix of anthracite breakers on PRR, D&H, RDG, LV, DL&W.

DAVID POND, 85 California Dr., Rochester, N.Y., publishes 4-page historical paper "The Lantern," with plans, rosters, etc. Free sample SSE.

KEN PRUITT, 407 N. 21st, Lamesa, Texas, wants ex-Unitah RR employee as pen pal.

DICK REHN, Rte. 4, Box 4855, Gig Harbor, Wash., will sell 2 NP steam headlights, also marker tts.

DAVID RENCH, 107 Railroad St., Union City, Mich., seeks teen-age pen pals inter. in diesels of all rrs., esp. NYC. Wants diesel horn.

TUCK RICHARDSON, 426 Belt Ave., Eufala, Okla., wants pix rr. stations SW and Calif.; offers in trade loco pix, tr. orders.

C. K. ROBERTSON, 203 Library St. Office Bldg., Spartanburg, S.C., will buy small-gage rr. (loco, pass. cars, rails); would consider st.-gage eqpmt., incl. elec., or serviceable streetcars.

R. F. RODENKIRK Jr., 124 3rd St., Wilmette, Ill., wants inexpensive CA&E, CNS&M tts., emp. tts., slides, pix, tkts., passes, etc.

TOM RUDDELL, 2122 Walnut St., Allentown, Pa., buys any size negs., dupl. or orig. color slides of LVT, other trolleys in area.

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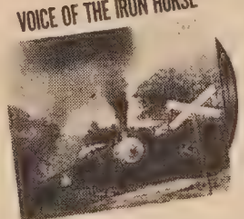


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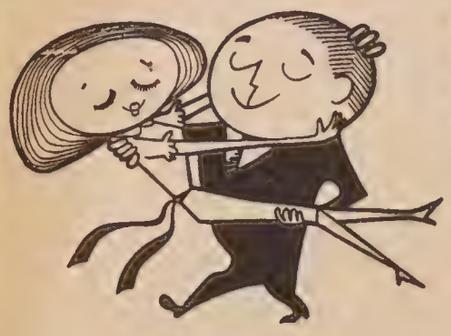

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H. N. SAWYER, 610 Empire Blvd., Rochester, N.Y., sells brass- and nickel-plated rr. lanterns, also tts., emp. tts., sw. locks, keys, pix, rr. watches, rule bks., stocks. (SSE)

L. J SAWVEL, 1253 Washington St., Dubuque, Iowa, sells monthly steam loco inspection report.

JOHN SCOTT, 3716 Rosebrook Ct., Concord, Calif., will sell bronze loco bell, 12" dia., with complete boiler-top mount; bell swings in mount to ring, $110 FOB.

JIM SCRIBBINS, 155 N. 79th St., Milwaukee, Wis., sells 1957 Off. Guides. (SSE)

J. L. SEVERSON, 2525 E. Dayton, Madison, Wis., buys steam railroadiana, esp. any size pix, negs.

DAVE SHERRON, 825 N. 4th, Reading, Pa., sells Pocket Lists of Ry. Officials, PRR and RDG rulebks., emp. tts.

DICK SHORT, 303 S. 4th St., Philadelphia, Pa., trades, sells 616 negs., 35mm slides eastern trolleys, diesel, steam.

TOM SHORTALL, Box 645, South Bound Brook, N.J., sells N.Y. subway marker lights, square casting, 4-color, elec. as removed from cars; usable as post lights, etc., $20 ea.

HAROLD SIEFKEN, 19 Gardiner St., Richmond, Maine, plans trip to Philadelphia area; wants info. on rr. yard locations.

KEN SMITH, 328 Ave. F, Redondo Beach, Calif., buys hotel-to-depot takens.

TED STAMM III, 70 Hillside Ave., Freeport, N.Y., sells 3½x5 trolley pix DSR, DCT, BERA, Portland Trac., Des Moines, etc. (SSE)

BOB STANLEY, 19 Hamlin Ave., Medford, Mass., wants orig. pre-'55 negs. Boston El, Eastern Mass. St. Ry., Conn. Co., MTA.

JOHN STOKES, 1918 Sunderland Pl., N.W., Washington 36, D.C., wants 1906, '09, Car Bldrs. Cyclo.; state price, cond. in first letter.

JOHN STONE, 213 S. Kentucky Ave., Mason City, Iowa, buys Switch Keys Of IC, Milw. Rd., RI, CGW, C&NW, M&StL.

JOHN SULLIVAN, 750 Elk Spur St., Elkin, N.C., sells diesel dupl. slides Sou., C&O, PRR, B&O, RF&P. N&W, ACL, W&OD, Car. NW, WSSB. State lists wanted.

TED TAETSCH, 14218 Garfield Ave., Lakewood, O., sells 3x5 trolley pix. List, 3 samples free.

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MAURICE THOMSON, 109 Bender Ave., Mattydale, N.Y., sells dupl. 35mm Kodachrome slides, size 120 trolley pix. (SSE)

GEO. TILLITSON (retired NP brakeman, switchman), Rte. 2, Box 705, Vashton, Wash., wants dates of opening of all sections of streetcar lines in northern and western U.S. Offers NP and Pac. Coast emp. tts. in return for loan of dated old city maps showing st. rys. in those areas. Write first.

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ARTHUR WEILAND, 15016 Schuyler Ave., Cleveland, O., 44111, sells emp. tts., tts., railroadiana. (SSE)

JACK WELLES (retired Santa Fe dispr.), 502 Elm Ave., Long Beach, Calif., collects old rr. passes for National Museum of Transport, St. Louis. If you send one he'll mail you souvenir life pass on "Railroads That Time Forgot" plus photostat of IC pass issued to Abe Lincoln in 1857.

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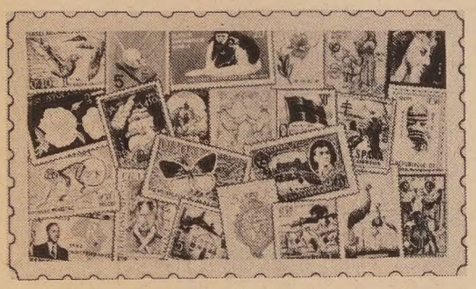

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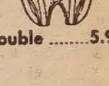

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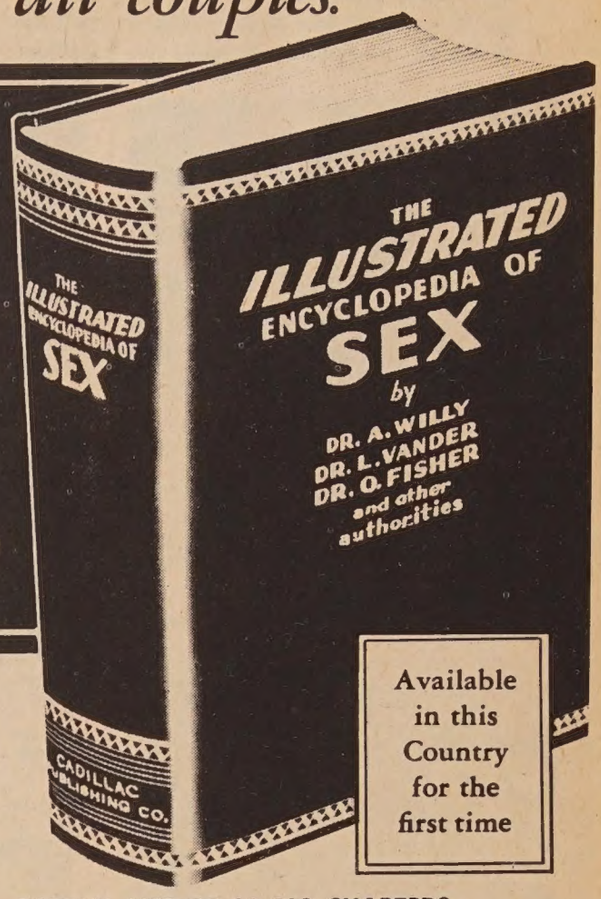


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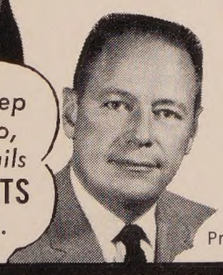

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